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Destroyers bid farewell to the Clyde and the Tyne

pages 22-23



Hurricane heroes back on patrol pages 4, 36

> Out of Africa page 14







### 'HMS Nottingham II' raring to go

HMS NOTTINGHAM managed a passable imitation of a submarine during a High Seas Firing.

The seas were actually not that high during the Sea Dart missile shoot in the South West Approaches, but the Type 42 destroyer caught the odd heavy wave – goffers, in Naval parlance – and ploughed in deep

while she was racing along at 30 knots.

These pictures, taken by LA(PHOT)
Ray Jones, of FRPU West at Devonport,
suggest that the warship, which nearly
sank after striking Wolf Rock off Lord
Howe Island in 2002 during a major
deployment, is again ready for action.

Speaking shortly after Nottingham successfully completed Basic Operational Sea Training (BOST), Logistics Officer Lt Cdr Gillian Russell said: "We are now off to the Joint Maritime Course in Scotland, and that will be the last tick in the box before we deploy for three months in January.

"We are completely up and running again and raring to go. And we are the most modern Type 42 in the Fleet."

There is just a handful of sailors on board now who were serving in Nottingham 'before the rock', but the ship's company, under Commanding Officer Cdr Steve Holt, has a positive attitude towards their ship.

"We like to think of ourselves as HMS Nottingham II – we are the new, improved Nottingham, better than ever," said Lt Cdr Russell.



HMS Invincible heads NATO task force in the Mediterranean – page 16

Trafalgar festival 2005

confide in you that your deeds will make the sea rise again in the hearts and souls of all.

Thus did Nelson (aka actor Alex Naylor, see also opposite) address the guests at a special 247th birthday party thrown for him in the Naval Board Room, Somerset House on September 29.

He was exhorting them all to do their utmost in promoting SeaBritain 2005, a nationwide celebration of Britain's relationship with the sea that will coincide next year with a programme of events marking the bicentenary of his famous victory at Trafalgar - a decisive action that established the UK's maritime supremacy for over a century and enabled the phenomenal growth of the country's trade and industry in the same period.

Leading Nelson expert Dr Colin White (see also opposite) reminded the party guests that the Navy Board Room, where the business side of the Senior Service was conducted, was very well known to Nelson.

"He came here many times in his life - especially in September 1805 where he came to consult

### Freedom in the **Highlands**

CONVENOR of Highland Council Cllr Alison Magee and Cllr Francis Keith, chairman of the Council's Sutherland committee, met members of the ship's company of HMS Sutherland as the Type 23 frigate was granted the Freedom of her namesake Highland region at a special ceremony in the picturesque town of Dornoch.

'In Sea Affairs . . . nothing is impossible' - Vice Admiral Lord Nelson

### Sea Britain 2005 Gearing up for bicentenary year

members of the Board on his plans bring the combined French/Spanish fleet to battle," said Colin.

"Ironically, on his 46th birthday Nelson had written to his mistress Emma Hamilton hoping for a few years' 'peace and quietness'. He didn't get them . . . "

Colin is Chairman of the Official Nelson Commemorations Committee, which is co-ordinating a bicentenary Trafalgar Festival.

"The range and diversity of events marking the bicentenary reminds us of the great significance of Trafalgar as a defining moment in Britain's history, as well as the leadership, heroism and courage demonstrated by Nelson and his captains," he said.

"Public interest in the story of Nelson is high and the events planned for the bicentenary will provide opportunities for everybody to learn more about an enduring hero.

"The Trafalgar Festival is the inspiration for the SeaBritain 2005 celebrations, and my committee has been delighted to bring its events under the SeaBritain 2005 banner."

Chairman of SeaBritain 2005 David Quarmby said: "For the past year we have been creating enthusiasm across the country for this exceptional celebration of the sea.

"We have been overwhelmed at the response from so many organisations which have taken the concept from us to create excitement within their communities.

"SeaBritain 2005 is a truly nationwide celebration, with events ranging in size from small local community walks to largescale international festivals. It will encourage people to spend time by the water, hire a boat, visit a historic ship or one of Britain's many

maritime museums or simply enjoy waterside pubs and seafood restaurants.

"Our event planner at www.seabritain2005.com already packed with over 200 events before we have even begun to promote SeaBritain 2005 to the general public."

Leading the Navy's programme as director general of Trafalgar 200 was Rear Admiral James Rapp who spoke of Nelson as an "international icon".

Among the confirmed Trafalgar Festival events are:

 Throughout 2005 -**Trafalgar Woods Project** 

A programme by the Woodland Trust of planting 27 copses throughout Britain, each named after one of the British ships at Trafalgar.

 June 28 - International Fleet Review

At Portsmouth with vessels from 40 navies and many other craft including merchant ships and some of the world's finest tall ships. Also a Son et Lumiere featuring a theatrical illustration of a Napoleonic era sea battle using tall ships, pyrotechnics, music, screens and radio broadcasts culminating in a massive firework display and illumination of the Fleet.

 June 29 - International drumhead ceremony

On Southsea Common with veterans from many nations and conflicts invited to remember the fall-

#### June 30-July 3 -International Festival of the

At Portsmouth, a 12-hours-perday programme of music, crafts, arts, promenade theatre, historical re-enactment, street performers, water activities, exhibitions etc with a Trafalgar theme and featur-

ing displays by today's Armed Forces. Discounts will be available to Service personnel; details to fol-

 July-September – The **Nelson Tour** 

An educational tour of British ports by a replica of HM Schooner Pickle, which originally carried the news of Nelson's death back to Britain. Pickle will carry a team of actor-interpreters playing Nelson and his entourage.

 July 7-November 13 -Nelson & Napoléon

The historical exhibition of the year and the first to explore together the lives of two dominant leaders and adversaries, at the National Maritime Museum, Greenwich.

 July 13-15 – Europe at War The Trafalgar Campaign in context, a three-day international conference in Greenwich and central London, looking at the political, social and cultural context of Trafalgar, as well as the military and naval events.

 August 4-September 11 – The New Trafalgar Dispatch

A recreation of the voyage of Pickle from Cape Trafalgar to Falmouth in 1805 and the subsequent drive by post chaise to London to deliver the news of the British victory and Nelson's death. The route will be identified and marked permanently as the Trafalgar Way and public events are being organised along

 September 16 - The Thames Nelson Flotilla

A recreation of Nelson's waterborne funeral procession from Greenwich to Whitehall, assembling the largest flotilla on the Thames in modern times, including traditional Thames craft, Dunkirk Little Ships, barges and HMS Victory's cutter.

 October 13-16 - The Trafalgar Heroes

An international weekend of events to honour all those who fought on both sides, to include a conference, concert, civic events and an ecumenical service at Portsmouth Cathedral.

October 21-23 - The Trafalgar Weekend

Organised throughout the UK and Channel Islands will be the national and international focal point of the Trafalgar Festival. Launched at the House of Commons. Tel Bruno Peek on 07768 350804 for details.

 October 22 – Royal Albert Hall Trafalgar Night

A musical celebration of the sea

and commemoration. October 23 – Trafalgar

Square The Royal Navy, in conjunction

with the Sea Cadet Association, stages a special programme of events.

 October 23 - St Paul's Cathedral

The Royal Navy's Trafalgar 200 programme concludes with a special service to commemorate Nelson at St Paul's, where he is buried.

Among the many organisations operating SeaBritain 2005 and staging events are the National Maritime Museum, VisitBritain, National Trust, Royal Yachting Association, British Marine Federation, SeaVision UK, Trinity House and a large number of other national and local organisations, with the support of the Department for Culture, Media and Sport.

☐ See also page 20

### FIGUREHEADS



#### LOST: HMS BOSCAWEN

THE ORIGINAL figurehead from HMS Boscawen was lost during the early 1980s. Today, in the grounds of the Wellesley Nautical School at Blyth, Northumberland, stands a full-size, 7ft replica carved by local sculptress Jane Bransby, a graduate of the Newcastle University Fine Arts Department.

The figurehead depicted Admiral the Hon Edward Boscawen (1711-61), victor of the Battle of Lagos in 1759. It was carved for the 74 gun Third Rate vessel built to the Symonds design to carry a crew of 620 men and launched at the Royal Woolwich Dockyard on April 3, 1844.

She had been on the slip for almost 18 years and after considerable alterations during construction was to become one of the last line of battle ships used by the

Royal Navy. After serving as Flagship of Sir R. W. Grey on the West African station, she was to see action in the Baltic in 1854 before returning to England the following year. She was paid out of commission in 1860.

Boscawen, like many well-built vessels at this time, was taken into the service of the Royal Naval Reserve, first as a drill ship at Southampton. She moved to the North East in 1874, renamed Wellesley after Richard Colley Wellesley, elder brother of the Duke of Wellington, and as the Wellesley training establishment was moored off the

Corporation Fish Quay at North Shields. This was a role she would retain until just before the outbreak of World War I. On March 11, 1914 she was burned to a hulk in a fire believed to have started in the drying room. Boys undergoing training were transferred to HMS

Satellite in the adjoining berth and in 1919 the school was

transferred to its new site in Blyth. The image of Admiral Boscawen survived the fire and was transferred to the RN Barracks at Blyth, first erected over the entrance and later moved to a small garden in the grounds. Nothing of the original carving has survived.



### 829 is back in business

829 Naval Air Squadron recommissioned on Trafalgar Day.

The fifth and last of the planned Front Line Merlin helicopter squadrons will parent six flights for Type 23 frigates and a headquarters flight to provide continuation and engineering support.

### MOD £3bn slippage 'poor performance'

SLIPPAGE of £3 billion and nine months on major defence projects during a single year was a poor performance which denied new equipment at the front line, the Committee of Public Accounts reported last month.

Chairman Edward Leigh urged the MOD to properly apply the sound principles of 'Smart Acquisition'.

The Astute submarine programme was singled out as an example where the MOD and industry made poor decisions and committed themselves to unrealistic programmes, according to the Committee's 43rd report of the current Session. Experience on, among others, the Astute programme highlighted that agreeing long-term fixed price contracts covering both development and production for complex defence equipment programmes was not workable.

In agreeing future programmes both parties should define commercial arrangements which provide a financial incentive to improve on cost, time and performance estimates, without setting targets which are easy to beat and so provide a false impression of success.

NELSON SAYS IT WITH FLOWERS

LORD NELSON – aka actor Alex Naylor – and Lady Hamilton (Finni Golden) helped the Lord Mayor and the Dean of Portsmouth start planting of 100,000 crocuses on the city's Cathedral Green – the 'crocus carpet' tribute to the 200th anniversary of Trafalgar.

The blue and white crocuses were planted in a nautical design on Trafalgar Day (October 21) with a large 'HMS Victory' anchor and will flower in the spring.

The corms have been paid for by members of the public – many with naval connections including the great great granddaughter of Admiral Garrett and Capt Clavell, both present at Trafalgar.

Children from local schools and volunteer diggers from the community helped with the plant-

Admiral Nelson told them: "The Napoleonic wars were the first genuine world wars and shaped the future of Europe - but this bicentenary is not a celebration of military victory, but a chance to commemorate all who took part regardless of nationality."

### On campaign with Horatio: our man on the spot NOUR last issue we reported on the remarkable discovery of new Nelson material made by Dr Colin

White of the National Maritime and Royal Naval Museums.

In archives all over the world, he has located over 1,000 hitherto unpublished letters written by Nelson.

These include a large number penned during the great naval campaign of 1805 that culminated in the Battle of Trafalgar.

Colin will be publishing the results of his findings in two important books next year - Nelson: The New Letters and Nelson: The Admiral (which is being published in association with the Royal Navy and with a foreword by the First Sea Lord).

To mark the 200th anniversary of the 1805 campaign, he has agreed to write a series of articles for Navy News - with a somewhat unusual slant to them, as he explains:

"There can be few people in Britain - and certainly few in the Royal Navy - who do not know at least a little about the Battle of Trafalgar.

"But the battle was not an isolated event. It was the culmination of one of the largest-scale naval campaigns ever fought in the Age of Sail. Involving the fleets of Britain, France and Spain, amounting in total to well over 100 battleships, it lasted eight months and covered a vast area from the Channel in the north to the Mediterranean in the south. At one point, it even extended to the West Indies.

"This part of the story is much less well-known.

"Next year, 2005, a country-wide Trafalgar Festival is being arranged throughout the summer and autumn to mark the bicentenary of the battle (see opposite). Featuring the Royal Navy's own ambitious

Trafalgar 200 programme and many other events, the Festival will form part of a wider, year-long celebration of the sea that is being coordinated by Sea Britain 2005.

"However, in all our excitement about the battle, we should not forget the campaign that preceded it, for it still has many lessons to teach us. It is a classic demonstration of the use of seapower.

"Much new material about the 1805 campaign has emerged recently, in particular as a result of The Nelson Letters Project, sponsored by the National Maritime and Royal Navy Museums.

"For example, Nelson's operational orders to his captains have been located and they enable us, as it were, to watch over his shoulder as he handles his fleet.

"All this new material is going to be made available in various ways next year - books, radio and TV programmes and, between July and November, a blockbuster exhibition at the National Maritime Museum, Nelson & Napoléon, that will include a major section on this story.

"However, when Navy News invited me to write some special articles to mark the bicentenary, I realised that this offered a splendid opportunity to use the material to bring the campaign alive in a new and original way.

"So for the next nine months, I am going to become a Navy News reporter 'embedded' (to use the modern term) on board Nelson's great flagship HMS Victory and I will send back monthly reports about the campaign as it unfolds.

"The content of my reports, and the stories that they tell, will be

### **Money-saving Fleet** Headquarters opened

AS NAVY News went to press, the Princess Royal was due to officially open the new Fleet Headquarters at Whale Island.

The Henry Leach Building takes its name from the former First Sea Lord who headed the Navy during the Falklands Conflict in 1982.

Sir Henry was also due to attend the ceremony in Portsmouth with Princess Anne, 199 years to the day

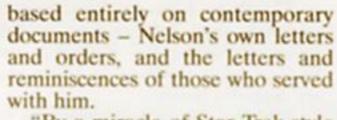
since Nelson's victory at Trafalgar. The five-storey building, facing Portsmouth Harbour, has been occupied by staff since the summer.

It has been designed in an openplan format, and brings together staff formerly scattered throughout several buildings.

The complex, which is part of the Fleet First initiative, has cost £20 million to build and fit out.

However, as Fleet First has saved £10 million annually since 2002 the building has in effect paid for itself, and will continue to save money.

The former Fleet headquarters were at Northwood in Middlesex.



"By a miracle of Star Trek-style manipulation, you will be able to read my reports one month before the date of my dispatches! In other words, in the January 2005 edition, you will read about the events that occurred in January 1805.

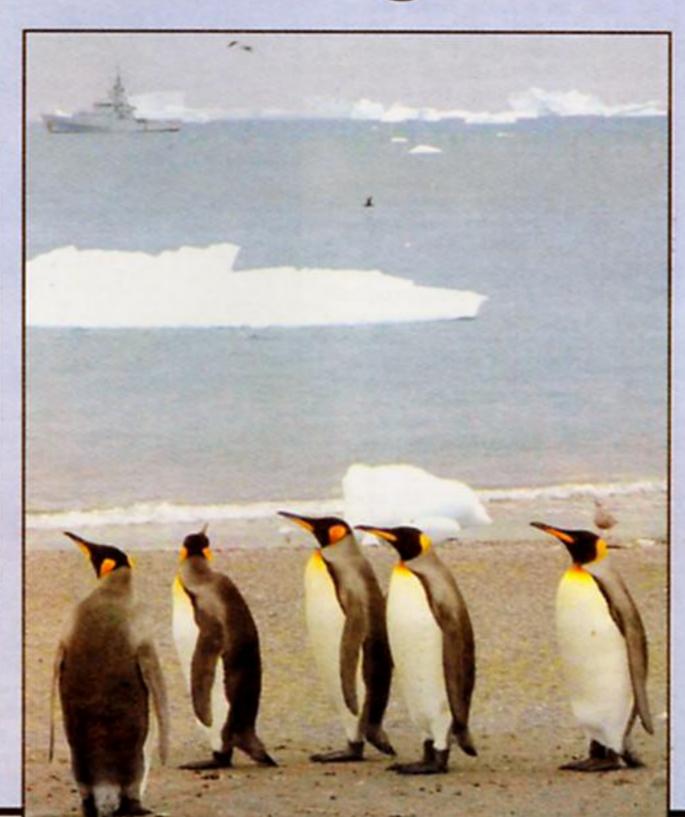
"We will discover that Nelson and his staff thought they were on the eve of a decisive battle on at least three occasions before October 21. We shall also see how big a part chance - and sometimes downright bad luck - played in the story.

"Above all, we will discover that it was not only Nelson and the men who fought with him at Trafalgar who stopped Napoleon's ambitious plans to invade Britain. Other

back my first report in time for the

### admirals, and other fleets, played shortly to join the Victory at Mediterranean and I will send Nelson's secret forward base somevital roles as well. "I shall be 'beaming down' where in the December edition." western

### Castle goes bird watching



HMS LEEDS CASTLE's final patrol to one of Britain's remotest territories, the Antarctic oasis of South Georgia, was carried out in near perfect Austral Spring weather.

Onboard for the ten day patrol, along with stores and mail for the British Antarctic Survey team at King Edward Point, was a detachment from the Falkland Island Roulement Infantry Company (Royal Gloucester Berkshire Worcestershire Regiment), the South Georgia Assistant Operations Officer and military and civilian guests.

On arrival, while the soldiers conducted a 24-hour shore patrol around King Edward Cove, the ship's company visited Sir Ernest Shackleton's grave, Grytviken Church and the Whaling Museum run by Tim and Pauline Carr.

Much to the couple's delight, Leeds Castle maintained her reputation for high spending in the gift shop, nearly doubling the previous record as Christmas presents were purchased at a frenetic rate.

Receptions were held both onboard and ashore to mark Leeds Castle's final visit, before a BAS team and supplies were landed at St Andrews Bay, site of the world's largest King Penguin colony.

Accompanied by scientific staff, a close look at the Nordenskjold Glacier and a patrol of Stromness Bay including the Husvik disused whaling station rounded off a memorable few days in South Georgia before the 24-year-old offshore patrol vessel returned to Mare Harbour, East Falkland for a short period to prepare for her 8,500 mile voyage home.

She is due back in Portsmouth on November 8 after a four

year sojourn in the far south.

 BIRD WATCHER: HMS Leeds Castle at St Andrews Bay, South Georgia, home to the world's biggest King Penguin colony.

# Navy diver saves life of Canadian submariner

A ROYAL Navy diver is being feted as a hero in Canada after saving the life of a sailor trapped against the hull of a stricken submarine in an Atlantic gale.

HMCS Chicoutimi – formerly HMS Upholder – had been crippled by fire as she sailed from Faslane in Scotland to Nova Scotia in Canada.

And as she was pounded by 25ft waves, Type 23 frigate HMS Montrose raced to the spot.

Before sailing, Montrose's Executive Officer, Lt Cdr 'Doc' Savage – a clearance diver – contacted the Commanding Officer of the Northern Diving Group (NDG), Lt Cdr John Law, requesting two strong swimmers in case help was needed getting a tow line across.

LD Garth Spence, who had only rejoined NDG the previous day, and D1 Topsy Turner went along, and spent some time in Montrose's boat as safety divers, while sailors were transferred from the Chicoutimi in heavy seas – trips which demanded a high degree of skill from Montrose's boat crews.

One Canadian sailor, tethered by a 3-metre safety line, slipped from the casing and his foot became trapped in a vent on the hull.

As the Chicoutimi rolled heavily, the sailor was dragged underwater for long periods – until LD Spence jumped into the sea and swam to cut him loose and pull him clear.

The fire had already claimed one life – a Canadian officer died after inhaling smoke while firefighting on the boat 100 miles west of Ireland.

Lt Chris Saunders and two injured colleagues had been airlifted by a Royal Navy search and rescue helicopter from HMS Gannet.

But the officer died before hospital staff at Sligo could help him.

It was not until two days after the boat's CO sent a distress call that the weather eased enough for a line to be passed from a tug, so that the boat could return to Faslane.

By that time HMS Montrose had been joined by HMS Marlborough and RFAs Wave Knight and Argus, offering some respite for crewmen in the form of hot food and showers.

A Board of Inquiry has been set up, and one of the first results was the temporary withdrawal from service of Chicoutimi's three sisters.

The four conventionally-powered submarines were built for the Royal Navy and launched between 1986 and 1991, but were laid up in 1994 at the end of the Cold War, and sold to Canada in 1998.

Chicoutimi was the last of the boats to be 'regenerated' by BAE Systems to Canadian specifications.

Cardholders signature:

### St Albans celebrates with Maltese

HMS ST ALBANS made a swift return to Malta to take part in celebrations to mark the 40th anniversary of the island's independence.

The Type 23 frigate had visited Malta in May while returning from deployment east of Suez.

But this time she had a central role, hosting a reception on Malta's National Day which was attended by 140 guests, including the Princess Royal, the President and Prime Minister of Malta, ambassadors and the commanding officers of three visiting warships.

The event ended with beat from the Royal Marines Band. The ship was open to visitors for

The ship was open to visitors for two days, and six of her officers visited the Russian cruiser Moskva.

Cdr Mark Knibbs, St Albans'
CO, said: "We were honoured to be
part of the celebrations and for our
ship to be afforded such a prominent position in the Grand Harbour
at such an auspicious time."

 HMS St Albans in the Grand Harbour, lying astern of Russian cruiser Moskva



# RN takes command of Middle East fleet



 A Predator patrol boat of the Iraqi Coastal Defence Force prepares to sail for its first patrol from the port of Umm Qasr

## Iraqi patrol force is up and running

THE IRAQI Coastal Defence Force (ICDF) has been officially launched at the port of Umm Qasr in the south of the coun-

The launch ceremony included a sail-past by the ICDF fleet and the salute of a dais of VIPs before the boats headed out to

The Force was formed in January this year and trained by a combined Royal Navy and Royal Marines team, along with personnel from the Australian,

American and Dutch navies.

The fledgling fleet consists

\* CSC number is the last 3 digits on the reverse of the card

Please debit my card, amount (Min £5):

of five 27-metre Chinese-built Predators, eight rigid inflatable boats (RIBs) and a further 25 RIBS and FABs (fast aluminium boats) donated by the United Arab Emirates.

The recruits have been schooled in a range of maritime tasks, including seamanship, mariner skills, firefighting, gunnery and boarding operations.

The Force started operations on October 1, when it assumed responsibility for the protection of Iraq's coastal waters, including patrols on the Khawr abd Allah waterway, and the protection of offshore oil installations and the port of Umm Qasr itself.

At the ceremony, attended by senior Iraqi military officers as well as guests from Allied naval commands, ICDF Commander Capt Ballasm, thanked the coalition for its help in establishing the Force.

### Frigate on trial

Type 23 frigate HMS Westminster was due back in Portsmouth after emerging from refit as Navy News went to press.

But her stay will be brief – she now has sea trials before being accepted back into service in December and rededicated in January.

Navy News will be following her progress from refit to deployment over the next few months.

#### First for tanker

RFA Oakleaf, the largest ship at sea with the Naval Service, has become the first tanker to lie alongside the new bunker berth at Portland's Inner Breakwater.

The berth, which can take vessels of 13 metres draft at any state of the tide, was built for Portland Bunkers International Ltd, and has been in use for several months – but never by a ship the size of Oakleaf, which displaces 50,000 tons when fully loaded.

RFAs Argus, Wave Knight and Sir Tristram have also called in at Portland in recent weeks. A ROYAL Navy officer has assumed command of the multinational task force which is patrolling the Gulf.

At a change of command ceremony in Bahrain on board FS Compte de Grasse, Commodore Tom Cunningham, took over the reins of Task Force 150 (TF 150) from Rear Admiral Jean Pierre Tuele of the French Navy.

The CTF 150 staff will be based ashore in Bahrain, but at sea the Royal Navy is represented by Type 22 frigate HMS Campbeltown, which recently took over from sister ship HMS Cumberland

Type 23 frigate HMS Somerset is also in the area, deployed in the Gulf as part of Operation Telic.

For the past two years, ships of up to 12 nations have patrolled an area of more than two million square miles, including the Red Sea, the Gulf of Aden, the Horn of Africa and the Somalia Basin.

The Task Force's main role is to conduct patrols to monitor and check shipping in the region, preventing the illegal movement of weaponry, contraband, oil, goods and people across the international waters of the Gulf region.

The force currently consists of ships from France, Italy, Germany, Pakistan, the UK and the USA.

Commodore Cunningham said:
"It is a great honour for me to take
command of this highly-capable and
truly multinational task force and to
carry on the good work of our French
allies."

HMS Cumberland has returned to Devonport after a six-month deployment that took her east of Suez.

The Type 22 frigate visited eight countries and spent 127 days at sea, operating with ships from ten nations.

She also worked with the Indian

Navy at Mumbai, formerly Bombay.

Commanding Officer Capt Russell

Best said: "Cumberland can be justifiably proud of the hard work and outstanding results achieved in our continuing commitment to the region.

"The variety of tasks we have undertaken, for which we have received much praise from our allies, combined with efforts at maintaining peace and stability, bear testimony to the high level of training and the commitment provided by our men and women."

# Sandown bows out of service

BOWING out after 15 years service, minehunter HMS Sandown was greeted by fine autumn skies as she made her final entry to Portsmouth under the White Ensign.

Flying a decommissioning pennant, Sandown was brought in by Commanding Officer Lt Cdr Jonathan Cooke, rounding off a busy 2004.

The ship's most recent challenge was a four-month stint in US waters with three sister minehunters for exercises with Allied nations.

It was the first transatlantic deployment by British minehunters in eight years, and after avoiding icebergs in fog on the way out, the squadron was battered by a ferocious storm on the way back home in July.

Sandown also joined a publicity drive when she visited Great Yarmouth for a maritime festival. Children were invited to tour the ship and there was a presentation on the RN and Royals in the town hall.

Sandown, due to decommission as Navy News went to press, is one of three ships of her class to be paid off under the Navy's 2004 shake-up, along with HM ships Bridport and Inverness.

### Clean sweep

MINEHUNTER HMS Shoreham has been helping to clear up some of the detritus of conflict during her autumn deployment to the Baltic.

The Sandown-class warship, part of NATO's MCM Force North, spent 11 days with allied navies under the direction of the German Navy, sweeping the shores of Lithuania of mines and ordnance dumped during World War II and the Cold War.

## Severn drops in on her affiliated city

FISHERY patrol ship HMS Severn dropped in on her affiliated city for the third time in her brief career.

The ship berthed in the South Docks on the edge of Newport in South Wales, where she hosted civic leaders and local dignitaries for official receptions.

The Lord Mayor responded with a formal dinner for ten sailors and the Commanding Officer.

Cadets of TS Resolute and TS Twmbarlum were given tours of the vessel, among other local groups affiliated to the River-class ship.

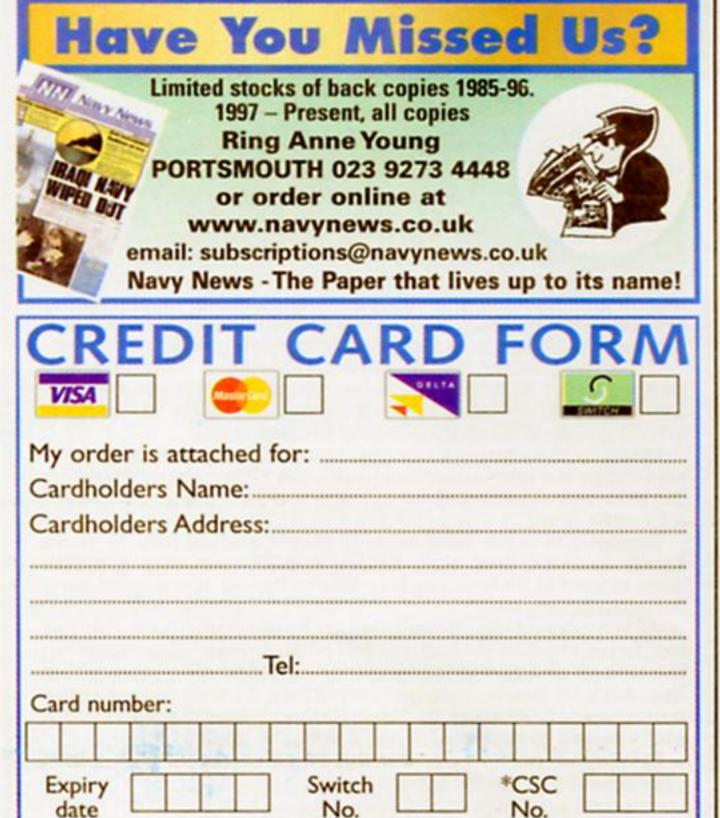
Highlight of the visit was a civic parade through the streets of Newport to St Wollos Cathedral,

accompanied by 104 Regiment RA, based in the city's Raglan Barracks.

"We are very fortunate indeed to enjoy such a close and dynamic affiliation with Newport – the people have always made HMS Severn and her ship's company feel very welcome," said CO Lt Cdr Johnny Ley.

"What has been most pleasing has been the degree of interaction with the community across all levels, but especially youth groups, some of whom have been exposed to the Royal Navy for the first time."

After her spell in Wales, Severn conducted weapon training before resuming fishery protection duties, which will continue until Christmas.





### Hands (and paws) to bathe

HAVING charged across the Caribbean saving lives and restoring order after a series of hurricanes (see page 36), HMS Richmond has been able to settle back into the more normal routine of patrols and port visits.

Fresh from a visit to Montserrat – where volcano tours (at a safe distance) proved popular – the Type 23 frigate headed to Martinique and the port of Fort-de-France, where she prepared for her next patrol.

The frigate's football team earned a draw against a French team, and several sailors took the opportunity to dive around the rocky outcrop known as HMS Diamond Rock – it was captured by the British in 1802 and provided with guns to attack enemy ships approaching the island, earning the HMS title in recognition of its maritime warfare capability.

On sailing, a mass 'Hands to Bathe' was allowed – a traditional dip in the sea for anyone who dares.

Joining them was the ship's drug-sniffer dog Caspar, who donned a purpose-made lifejacket and was lowered over the side for a paddle with his minder, L/Cpl Craig Tait – who had to keep the dog on a lead as he swims faster and further than Craig.

### Ships of the Royal Navy No 588



Facts and

figures

Class: Sandown-class Single Role Minehunter

Pennant number: M109 Launched: April 16, 1999 Commissioned: July 26,

Displacement: 484 tons,

Propulsion: Two 500kW

engines; Voith-Schneider

propulsion; two Schottel bow

Speed: 13 knots on diesels,

6.5 knots on electric drive

Weapons: BMARC Single

RCMDS 2, 1007 Radar, 780

Radar: Navigation: Kelvin

Hughes Type 1007; I-band

Complement: 34 (five

officers) plus six spare

Sensors: Sonar 2093,

NT Echo Sounder

Paxman Valenta diesel

(SRMH)

2000

Length: 52.5m Beam: 10.5m Draught: 2.4m

fully loaded

thrusters.

30mm gun

berths

### old Bangor HIPS of the Sandown class proved have their value in

the forefront of that demonstration. In September 2002 HMS Bangor deployed to the Gulf and became engaged in Operation Telic, conducting mine clearance operations in the Khawr Abd Allah (KAA) ahead of humanitarian aid shipments which were

recent years, and HMS

Bangor has been at

Umm Qasr. By the end of Op Telic, her deployment of ten months had seen Bangor visit 17 ports in 14 countries, steaming a total of 18,000 miles.

ferried into the Iraqi port of

Since returning in June last year, the pace has not relented - Bangor has gone through an extensive refit in Portsmouth, conducted trials in Scotland, completed Basic Operational Sea Training (BOST) and taken part in Plymouth Navy

She is currently conducting route surveys in the Thames, and will shortly begin preparations for a 2005 deployment to the Baltic.

HMS Bangor is the ninth of the Sandown-class of Single Role Minehunters (SRMH) to be accepted into service by the Royal Navy.

Built by Vosper Thornycroft at

Woolston in Southampton, the glassreinforced plastic (GRP) ship was launched on April 16, 1999 by Mrs Lisa Spencer, and was accepted into RN service on December 8, 1999.

Bangor is the first ship to be closely affiliated to Northern Ireland for over fifteen years.

The history of the name begins more than 60 years ago when the current ship's sole predecessor, a Bangor-class minesweeper, was commissioned on October 29, 1940.

**Built at Govan by Harland** and Wolff, the warship was involved in Operation Jubilee in August 1942 - the raid on Dieppe.

Bangor was part of the 9th Minesweeping Flotilla, which carried out its work with efficiency and precision.

In 1944 she took part in Operation Neptune - the Normandy Landings. She was part of Force J and in the post-assault phase, Bangor was part of Task Force 129 during the bombardment of Cherbourg on June 24.

The task force, followed closely by the bombarding ships, came under heavy fire from the Germans and the minesweepers were forced to withdraw northwards.

In May 1945 Bangor was involved in operations around Norway, and was one of five of her class of minesweeper loaned to the Royal Norwegian Navy.

On November 11 1945 she was transferred and permanently



Sandown-class minehunter HMS Bangor will deploy to the Baltic next year.

renamed the Glomma.

Britain's dependence upon maritime trade is as great today as it has ever been, which means the threat of the mine - perhaps the most costeffective of naval weapons - is taken seriously by the Admiralty.

Mines can inflict immense damage on shipping, cutting off the lifeblood of a country's maritime

#### BATTLE HONOURS

Dieppe.....1942 Normandy.....1944 English Channel...... 1944

trade and seriously hampering the use of naval power.

In the past ten years the RN has been involved in numerous mine clearance operations around the world, including the Gulf and the

During World War II mines were cleared by Mine Countermeasures (MCM) vessels that towed sweep wires astern, armed with cutters to cut the mooring wires of buoyant mines or simulated the influence of a passing ship to trigger the simple ground mines.

The 1950s saw the development of the Ton-class minesweeper, refining this technology, but the advent of high-definition sonar led to the development of minehunting.

The commissioning in the early 1980s of the Hunt-class mine countermeasures vessel combined the most advanced sweeping and hunting techniques, using computer technolo-

But the development of sophisticated - and cheap - mines meant they were capable of targeting a specific ship signature, and hunting was the safest way of dealing with these devices.

Such emphasis has led to the development of the Sandown class. Bangor and her sisters use sonar 2093 to locate mines ahead of the

ship, targeting even the most sophisticated devices at a safe distance before there is any risk to the minehunter itself.

NAUTIS M (Naval Autonomous Tactical Information System) manages the data from the ship's sensors and manual inputs from the ship's company while minehunting.

Then specially-trained clearance divers or the RCMDS 2 (Remotely Controlled Mine Disposal System - a bright yellow unmanned submersible with its own sonar and video camera capable of carrying an explosive charge or cutting cables) - are sent to investigate more closely and, if necessary, lay a disposal charge which is remotely detonated.

### HEROES OF THE ROYAL NAVY No 7

### Sqn Cdr Richard Bell-Davies VC

HEROES are often people who, when faced with a monumental task, rise to the occasion - a glorious, if brief, foray into the limelight. This month's hero, Richard Bell-

Davies, made rather more of a habit of it, displaying bravery and fortitude on more than one occasion, and playing a leading role in the development of naval aviation to boot.

Born in London on May 13, 1886, and orphaned by the time he was six, Richard was brought up in the care of an uncle, joining the Navy at 15.

He was one of the first Naval offi-

cers to volunteer for aviation training, and in 1912 he was recognised as a flying officer by the Admiralty.

Shortly after, Bell-Davies joined Charles Samson's 'Aeroplane Party', No 3 RN Air Squadron, commanded by a fierce supporter of air power, and one of the first units deployed to the Continent on the outbreak of war. In January 1915 Bell-Davies flew

from the squadron's Dunkirk base to attack a U-boat haven at Zeebrugge, his course taking him over heavilydefended territory. Bell-Davies was badly injured in

the leg, but despite the pain and shock, and a considerable loss of blood, he ploughed on, delivering his bombs and landing back safely. His injury was serious enough to

send him back to Blighty - and his actions earned him a Distinguished Service Order.

But that was not enough for Bell-Davies, who rejoined his colleagues at No 3 Squadron just before they moved to the Dardanelles to bomb Turkish installations and provide aerial reconnaissance before the Gallipoli assault.

One mission, on November 19, 1915, saw Bell-Davies join a bombing raid on a strategicallyimportant railway junction at Ferejik in Bulgaria, and as the planes carried out the attack, Bell-Davies saw a Henry Farman plane, flown by Gilbert Smylie, sitting on a dry river bed.

Smylies's engine had failed, and Bulgarian troops were closing in, so Bell-Davies circled the burning Farman (Smylie having torched it and detonated his last bomb) before touching down.

Bell-Davies' Nieuport 12 had been converted from two-seat to single seat, but there was just



 Richard Bell-Davies (bottom right, holding dog) with fellow officers at RN air station Eastchurch

Picture courtesy 'Fleet Air Arm Museum, Yeovilton

enough room for Smylie to squeeze in before it took off again through a hail of fire from the Bulgarians. This skill and bravery were rewarded by the Victoria Cross, presented by King George V.

Bell-Davies - who also won the Croix de Guerre with Palm and was made a Chevalier in the Légion d'Honneur - went on to play a crucial role in the development of carrier operations (winning the Air Force Cross), and had several senior admiralty appointments (including Rear Admiral in charge of Air Stations). He also commanded several ships, including the cruiser HMS Cornwall.

He declined a position in the RAF after World War I, staying with the Navy, and saw active service in World War II, finally retiring in 1944.

Bell-Davies, a modest and well-liked man (he always felt uncomfortable recounting his VC exploits), died on February 26, 1966, at RN Hospital Haslar, in Gosport at the age of 79.

## CHRISTMAS CARDS



This Christmas Card (size 8 1/4" x 6") shows Pembroke House, near Chatham in Kent, the RNBT's care home for former Sailors, Royal Marines, their wives and widows.

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### Letters





### Postage crisis in Zimbabwe

JUST to let you know that Navy News is still very much enjoyed here in Bulawayo (about the only thing that is, apart from the weather!)

My very good friend
Dusty Miller from
Nottingham (Chairman of
the HMS Bulawayo Association) has been sending
me the paper for many
years now, without fail –
God bless him.

I would be extremely grateful if you could find room on the letters page to advise all my friends in the HMS Myngs, GZP/GZH C.W.R.S Club and many others that I will be unable to send them cards this Christmas due to the high postage rates which are being raised again on October 1.

This letter today will cost \$17. On Friday it will be \$34.50 for up to 10 grammes and no doubt it will be raised again before Christmas. – P. G. G. Clark, Bulawayo, Zimbabwe

### Communal bucket

SEEING your piece about HMS Grafton at Gibraltar, I joined the old Grafton there in 1938 and it brought back memories for me.

My first morning, the Leading Stoker showed me to the washroom. There were no taps on the basins. I asked: "Where is the water?" and he said: "In that bucket."

It was full of dirty, soapy water and I said "I'll get some fresh."

He replied "Only 14 have been through it, so there's room for you. We don't waste water."

I wonder what today's Grafton's boys and girls would think of that?

– G. J. Harris, Gunness, Scunthorpe.

# Victoria loss a chapter of accidents

REGARDING your article on Admiral Tryon and the loss of HMS Victoria (October issue), of possible relevant interest is the evolution of the Barr-Stroud range finder.

Had one been available, it might have confirmed that the parallel lines of the ships were too close for a safe inward turn.

For that fateful cruise in 1893 Professors William Stroud and Archibald Barr had been invited to demonstrate their new range finder.

Unfortunately the prototype was not ready in time. The delay was due, in part, to injuries which Professor Stroud had sustained when he fell during a descent from the roof of Barr's house in Glasgow where they had been making infinity calibrations whilst using the moon as a suitably distant object!

How the best of intentions by moonlight have adversely affected the course of history . . .

Professor Stroud was a distant relative of mine. The story has been revealed during family

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publictaion. email correspondents are also requested to provide this information. history research. That was assisted by reference to Range and Vision by Michael Moss and Iain Russel (Mainstream 1988).

That book in turn came to light as a result of a previous article in your splendidly informative Navy News. - A. R. D. Hawkes, Teignmouth, Devon.

WITHOUT meaning to trivialise the many deaths that occurred when HMS Victoria sank, I would like to point out that HMS Royal George sank at Spithead on August 29 1782 with the loss of over 800 lives, including that of Admiral Kempenfelt. There is a plaque commemorating this peacetime disaster in a small public garden near the Harbour at

Ryde. - D. Brown, Ryde, Isle of Wight.

### Nelson in touch

AS another of the last survivors of the battleship HMS Nelson I would like to join D. Carden in participating in the celebration of the 200th anniversary of Trafalgar. One of the saddest sights recently was a photo of HMS Nelson being broken up at Inverkeithing in 1949. – G. C. Thompson, Kislingbury, Northampton

Contact the HMS Nelson Association through Gordon Boniface on 01444 482002

## Long haul for Wakeful

THERE have been a couple of articles about the World War II HMS Wakeful lately so I thought you might be interested in a photo of the last Wakeful.

I was serving in her in the Mediterranean in 1955 when a merchant ship called up a USAF rescue flying boat to take off an injured seaman.

On landing, the aircraft was damaged and could not take off again. It had to be abandoned, its crew going on board the merchantman.

Wakeful was in the vicinity and had the job of towing the aircraft 300 miles to Malta. It was a difficult tow, there being no really suitable points to tow on it. All hands were employed and also all our spare ropes.

Towing was only done during daylight hours, so all ropes were cast off each night. The morning watch had to launch the whaler and secure the tow at first light, another difficult operation, one man in the water to secure the aircraft again.

We finally got it back to Malta, though, getting a very thankful letter from the USAF at Wheelers Field in Libya, whence the flying boat had embarked on her rescue mission and also getting a big picture in The Times of Malta. – K. Hindmarsh, Stockton on Tees.

The Wakeful referred to here was a destroyer built at Fairfields on the Clyde in 1944. She took part in four carrier-borne aircraft strikes against the German battleship Tirpitz as well as strikes against Narvik and other shore installations in Norway. At D-Day she helped beat off a midget submarine attack on Scapa Flow. After operations against U-boats off Greenland she moved to the Far East, was involved in operations in Sumatra and was present at the Japanese surrender in Tokyo Bay on September 2, 1945. The last Wakeful was the RN's biggest ocean going tug, seen (inset) leaving Faslane, where she operated as a submarine tender, for the last time in 1987 – Ed.



No. 604 51st year

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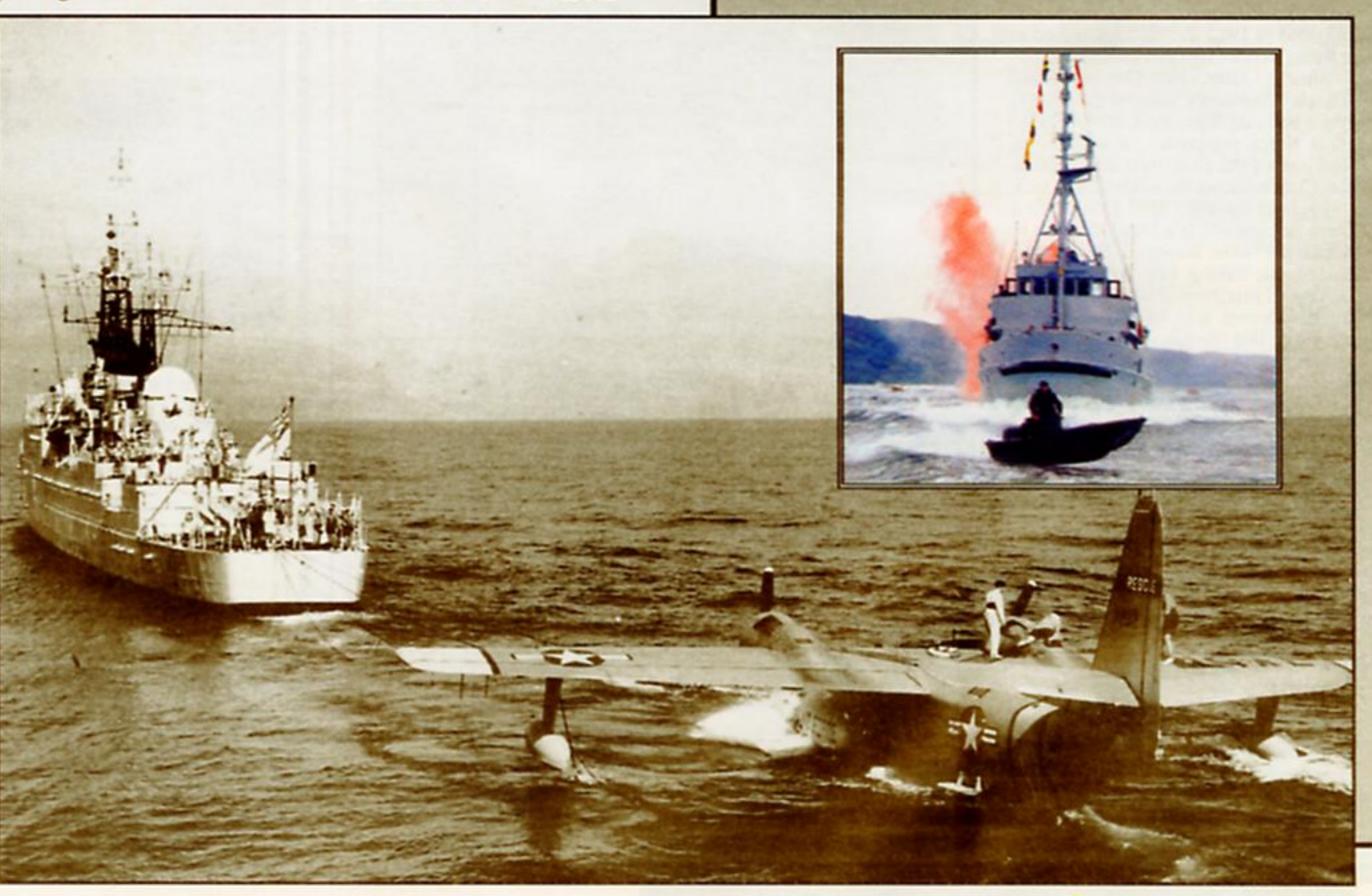
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## Trunkload of versions of 'Elephant's Bottom'

IN RESPONSE to D. Andrews' request for the words to The Hole in the Elephant's Bottom (September issue) we have had a trunkload of versions (many unprintable) from as far away as Vancouver, Canada.

The old music hall number apparently dates from around World War I and still gets the occasional airing at private entertainments.

The following (slightly edited) version is taken from The Fleet Air Arm Song Book, supplied by Maj A. J. Donald of the Royal Marines Historical Society:

My ambition's to go on the stage and now my ambition I've gotten.

In pantomime I'm all the rage, as the hole in the elephant's bottom.

The manager says, 'It's all balls' but somehow I manage to spot 'em

And wink at the whores in the stalls through the hole in the elephant's bottom.

I'm a lover of beautiful girls: yes ladies I've always been hot on

I turn round and wink at the stuff in the stalls through the hole in the elephant's bottom.

My part doesn't have any words so it really cannot be forgotten;

I simply drop property turds through the hole in the elephant's bottom.

The fellow who plays the front part, as an actor is just bloody rotten;

He simply does nothing but fart, and I am the elephant's bottom.

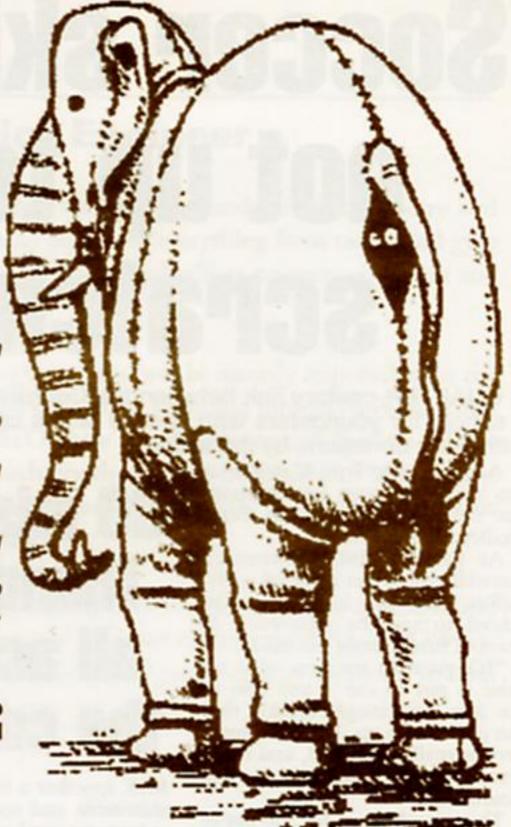
Two pockets I've cut in the cloth, for two bottles of beer when I've got 'em

Folks laugh as I blow out the froth through the hole in the elephant's bottom.

There are many more words in this song but I'm sorry to say I've forgot 'em

If you've found this song just a bit too long, you can all kiss the elephant's bottom.

Our thanks to all the other readers who sent in their versions. Further requests will be (carefully) considered. - Ed



### Dutch lower

FURTHER to your article on Duncan's victory at Camperdown (August issue) it was said that at the end of the battle the appearance of the British ships was nothing like what it would have been had they been engaged by the French or the Spanish.

Not a single lower mast, not even a top mast was shot away. The Dutch fleet waited until the British ships were near and then directed their shots into their hulls. Scarcely a ship in the fleet did not have several shots sticking in her sides and many were pierced in all directions.

Some had received dangerous hits "between wind and water" that kept the pumps in constant employment. The Ardent had received no fewer than 98 round shot in her hull - and with hulls so shattered the loss of men was severe. In total the British lost 203 killed and 622 wounded. The Dutch fared much worse, however. According to their own figures they lost 540 killed and 620 wounded. D. J. Dunne, Piltown,

Eire. The Battle of Camperdown, from a Philipepainting by Jacques de Loutherbourg

### Who really rescued Haakon?

I WAS interested in the story of HMS Glasgow and King Haakon of Norway (June issue).

I was First Lieutenant in HMS Devonshire in 1951-52. In the two summer cruises we went to Oslo where a cross section of officers and cadets was entertained by the King. Captain, later Vice Admiral, William Crawford was in command. In his (unpublished) autobiography he wrote: "In Oslo we were royally treated as it was Devonshire which had brought King Haakon and his family and Government over to Scotland in the war when Norway was overrun."

The King told Crawford he did not occupy the Captain's quarters which were full of women and children - he had a cabin in the wardroom flat and Prince Olaf slung a hammock!

I had never heard of Glasgow having anything to do with the evacuation - Cdr G. H. Peters, Hermanus, South Africa.

HMS Glasgow evacuated the King, the Crown Prince, the Norwegian Government and much of the national gold reserve from Molde to the temporary safety of Tromso in northern Norway. It was from there that HMS Devonshire brought the Norwegian Royal Family to exile in Britain for the duration. - Ed

### Stokers' cunning

THE LANDING barge mentioned by G. E. Sullivan (October issue) was without a doubt LST

3016 - HMS Dieppe.
I joined her in June 1952 in time for the usual Greek tour and we were designated to be the one to carry all the canteen requirements for the Fleet.

The LSTs at that time were fitted out to be used as hospital ships and at the after end was a large section for use as an operating theatre.

During our trip out with the Fleet all the beer was stowed in this space, with a sentry positioned in front. But one of our stokers found out that on the after bulkhead of the operating theatre were two removable plates to give access to steam valves in the boiler room.

When these were removed it gave the stokers the opportunity to have a free beer - and when the plates were put back there was no way the missing beer could be accounted for. - A. D. Saunders, Southend-on-Sea, Essex.

### Italian bravery

I WAS interested to read that the Italian human torpedo attack in Alexandria Harbour in December, 1941 had featured in Navy News (October issue).

I remember that awful night in great detail. I was Flag Lieutenant to the C-in-C Mediterranean in HMS Queen Elizabeth. We had been warned that an attack might be made but we didn't know how, where, or when it would happen.

The charge under HMS Valiant went off first and blew an 80ft hole in her, followed very shortly afterwards by the charge under HMS Queen Elizabeth, which had the effect of her losing all power and lighting and listing heavily to starboard. The third charge was placed under an oiler with two destroyers refuelling alongside each side. The Italian intention was to flood Alexandria Harbour with blazing oil. Fortunately, this did not happen.

Two submarines were swiftly called up to come alongside Queen Elizabeth to provide power and the list was righted. By the time the morning Italian recce plane came over the harbour, everything appeared normal from the air. A guard and band paraded for the Colours ceremony at 0800 with the C-in-C on deck and saluting, even though the ship was a little lower in the water than usual (she was actually resting on the bottom).

The C-in-C, who'd been on the upper deck since 0400, appeared unharmed, although he had been flicked about five feel in the air by the whip of the stern caused by the explosion.

This attack was brilliantly and courageously carried out by the Italian charioteers and one must admire their bravery and efficiency. - Capt E. H. Lee, Warwick

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### Helping Hands

### Soccer skills not up to scratch

A QUARTER-century link between the Geordie Gunboat and a school for youngsters with special needs came to an end with hefty donations by the sailors.

As long as the Type 42 destroyer has sailed the seas, her company has raised money for the Percy Hedley Foundation.

As part of HMS Newcastle's farewell visit to her namesake city, sailors paid their last visit to the school to see the difference 26 years of fund-raising has made.

"It's great to see how what we raise is put to use - and also to see how surprisingly quickly they can pick things up. The equipment here is really well used, and that's great to see," said WO George Boardman.

The school caters for 150 pupils from across the north-east with a broad spectrum of special needs.

Sport is central to teaching the children, be it bowling, wheelchair football or rugby, or five-a-side

As proof the children challenged the sailors to a match, and promptly thrashed the Newcastle men, widely recognised as one of the top ship sides in the RN, 5-1.

Cheers lads, we gave you that," one of the exhausted chiefs quipped leaving the pitch. (They didn't, they were played off the park; they struggled to get to grips with wheelchair football too.)

"The interest that the ship has shown over the years really is appreciated. The money raised has helped us with so much equipment," said the foundation's appeals director Des Bustard.

The warrant and chief petty officers alone on the ship's final deployment to the Mediterranean raised £1,000; the fund-raising continued during the ship's city visit as 20 crew ran in the Great North Run, the world's largest halfmarathon.

The last batch of cash raised by Newcastle will help the school to build and kit out a new sports academy.

brighter when submariners came to call.

warfare and weapons engineering.

ting with the patients and helping serve lunch.

### **CO** misleads Thunderer all across the country

MIX together a bit of mild understatement and some unsuspecting volunteers, and you've got Thun-derer Squadron's summer expedition by bicycle from Land's End to John O'Groats.

When the commanding officer of the unit, Cdr Dave Bridger, gathered together his team at Southampton University to break the news that their ten-week summer leave required six weeks of Unit-authorised activities, he suggested "a little bike ride in the country".

Intelligent as they undoubtedly are, none of the Service-sponsored engineering students quite expected to be tackling the 993 miles from the two British extremes, Land's End to John O'Groats.

The 14-day journey saw the team stay at a variety of youth hostels en route, including forestry wooden cabins and ancient castles with resident ghosts!

The money garnered from the 14-day cycling marathon has been split between Southampton Voluntary Services and the RN&RM Children's Fund.

Any reader wishing to offer their support should send donation cheques to RN&RM Children's Fund, Castaway House, 311 Twyford Avenue, Portsmouth PO2



# 28L fires up Basin Run

MORE than 200 Naval and civilian workers at Portsmouth Naval Base took part in this year's Basin Run, providing a major boost for Portsmouth-based charities.

The runners from the Navy and contractors within the base, including FSL and VT Shipbuilding, were led from the front with Naval Base Commander Cdre Amjad Hussain and FSL Managing Director Ian Booth taking part.

The participants cut an impressive dash after Second Sea Lord Vice Admiral Sir James Burnell-Nugent fired the start-gun.

Admiral Burnell-Nugent said: "I was delighted to see so many people from across both my HQ and the Naval Base taking part.

"Not only was this a great opportunity to raise money for charity, but it was a fun way to highlight the importance of fitness."

Although there was keen competition for the winning trophies, the main beneficiaries will be the local charities who stand to gain thousands of pounds. The nominated charities include the Futcher School in Drayton for children with special needs, Portsmouth children's charity Motiv8, the Rowan's Hospice in Purbrook, and national

charity Kids.

The race proved a clean sweep for the Royal Marines School of Music with Carl Ware and Charlotte Down winning the men's and women's races respectively.



Runners in the Portsmouth Naval Base Basin Run

### Monmouth is made welcome in the **Valleys**

AN ECSTATIC crowd welcomed a winds of the Severn Bridge into team of runners from Type 23 HMS Monmouth who ran 170 miles from the warship's home base of Plymouth to her namesake town in South Wales. The 13 runners have been pledged

some £2,000 to be presented to the St Briavels Child Development Centre in Monmouth. Runner Lt Kara Chadwick said:

We are relieved to have finished all in one piece.

"It has been tough, but the team has done really well. Most of us have never run anything like this before.

"We ran for three days and took turns to run ten or so miles at a time in relay. It is hard to stop and start like that because your legs tend to seize up."

She admitted to some tough times, particularly among the hills of Dartmoor and against the strong

"We did, however, get a massive morale boost with the crowds welcoming us into Monmouth," added Lt Chadwick.

"It was also really cheering to see the children and parents who use the St Briavels Children's Centre and the staff waving, cheering and clapping us when we arrived at the finish at the Centre.

"Then we knew that all that hard work and suffering pain was all worthwhile."

St Briavels helps children from throughout the UK, aged six months to adolescence, with a wide range of challenges. These include Down's syndrome, cerebral palsy, autism, Asperger, dyslexia, dyspraxia and many other syndromes.

Anyone who wants to make a donation, contact Pam Slater on 01600 713822.

### **Cumberland's** 'bliss'ful time in the Gulf

A LONG spell in the Gulf on deployment gave sailors on board Type 22 HMS Cumberland the chance to raise over £1,400 for the ship's charity BLISS, which helps research into premature births and provides support to those affected.

The money was gathered through a range of activities, including a sponsored bench press that saw a team lifting a 50kg bar a total of 4,260 times.

The Petty Officers' Mess also organised a ship's version of reality TV entitled 'I'm a Sailor, Get Me Out of Here!'.

Six willing volunteers endured a range of Bush Tucker trials before SA Andy Moore netted the big prize of a day off the ship amid the plush facilities at the Le Meridien Hotel in Dubai.

Commanding officer Capt Russell Best said: "The ship's company have been fantastic in their efforts to raise money for charity, and I'm so pleased that we can offer this much assistance to BLISS.

"The hard work and generosity of the crew has been marvellous."

The Devonport-based frigate has been on a six-month deployment to the Gulf, working closely with the US Navy in an operational area stretching from the northern Gulf to the Indian Ocean.

During her deployment she has been carrying out patrols to moni-tor shipping in the area and boarding operations to prevent smuggled goods entering or leaving the Gulf.

### **Torbay** is a top prize

A WELCOME inside one of Britain's nuclear submarines awaited the lucky winner of a charity auc-

Juliette Pryce and her family outbid all rivals at the auction to scoop a guided tour around hunter-killer submarine HMS Torbay and dinner on board with the boat's commanding officer, Cdr Chris Groves.

Cdr Groves said: "We were delighted to be involved in this event which was a great opportunity to support the community in our affiliated area."

The auction was part of a fundraising appeal to benefit heart patients at Torbay Hospital in Torquay.

The appeal to raise half a million pounds is led by the local newspaper, the Herald Express, to help build a new Cardiac Centre in the hospital.

### **Jungle jaunt**

A SUMMER ball with a Jungle Book' theme left organisers at HMS Collingwood with a room-full of cuddly animals with no homes to

It didn't take long before the ideal solution came to mind - a charity auction! The bidders raised over £500

which was donated to local charity, the Rowans Hospice. The Hospice offers specialist

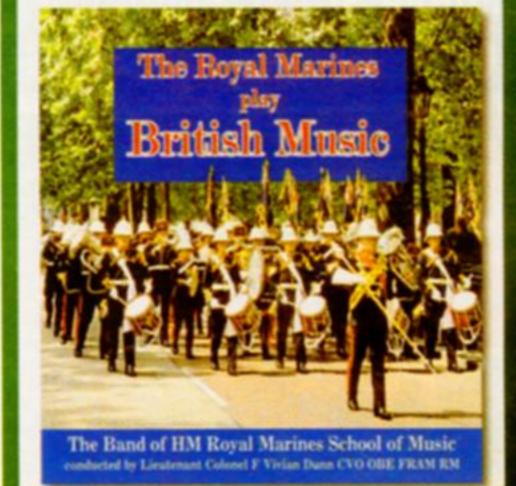
care and support to patients with life-limiting illness in south-east Hampshire. Meanwhile elderly residents at

Collingwood House in Fareham were treated to a new garden pond courtesy of the Fareham establishment's Warrant Officers' and Senior Rates' Mess.

It took the hard work of minewarfare trainees in LOM(MW) 27 Course to turn the cash donation into garden reality, creating a relaxing water feature for the 26 residents of the sheltered accommodation.

Fred Jackson, a resident, said: "This will be a main feature in the garden and has been made possible by the hard work of the sailors."

Collingwood House opened in 1971 and has maintained close links with the Naval establishment. Cdr Andrew Trevithick, the executive officer, said that it was important to continue the tradition of helping their namesake.



Flowers from the deep

THE LIVES of elderly patients at Derriford Hospital were made

with bouquets of flowers, spent the day at Burrator Ward, chat-

and carries out training for RN personnel at all levels in submarine

Sailors from the RN Submarine School at HMS Raleigh, armed

The RN Submarine School relocated to HMS Raleigh in 2000

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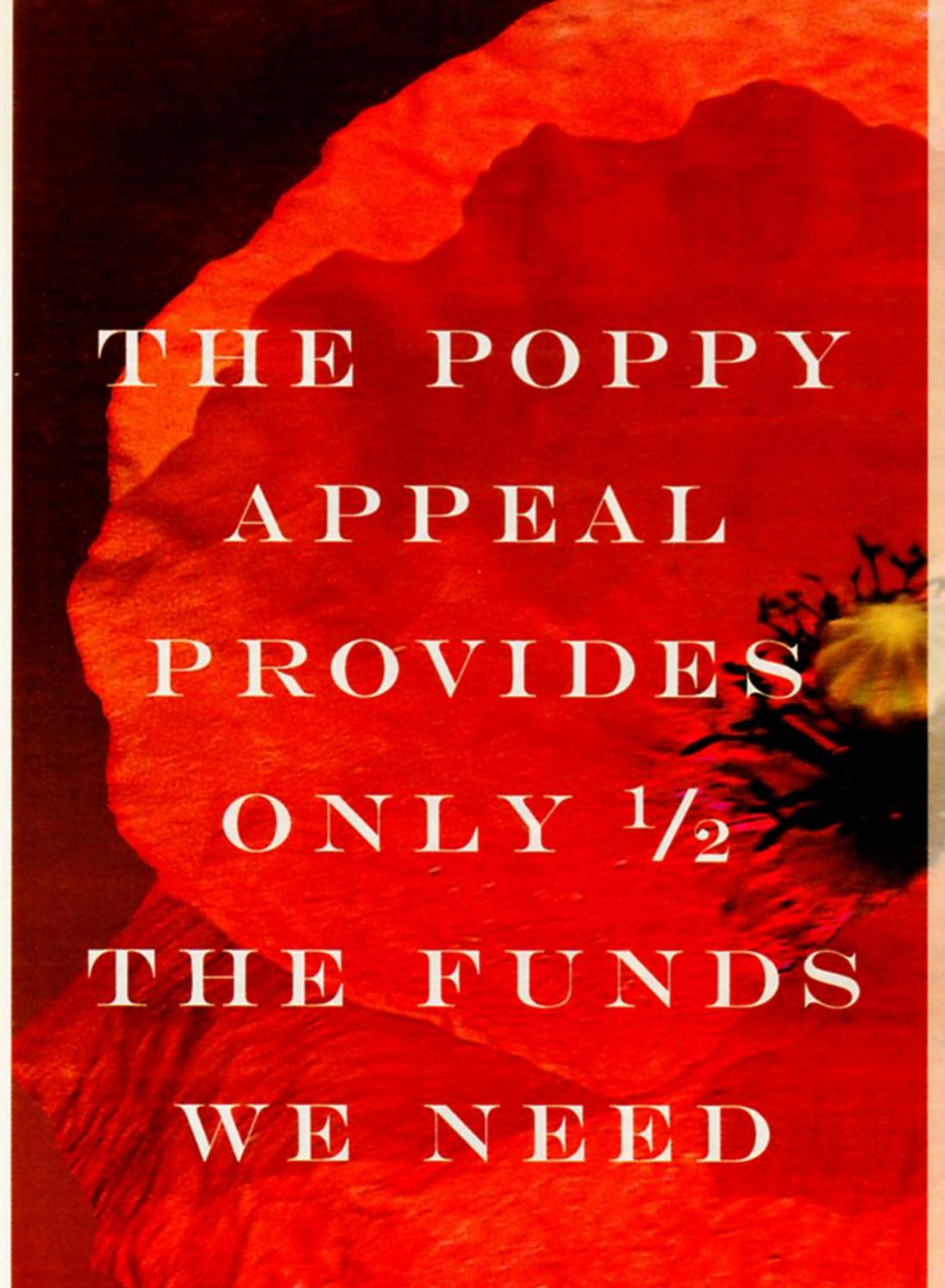
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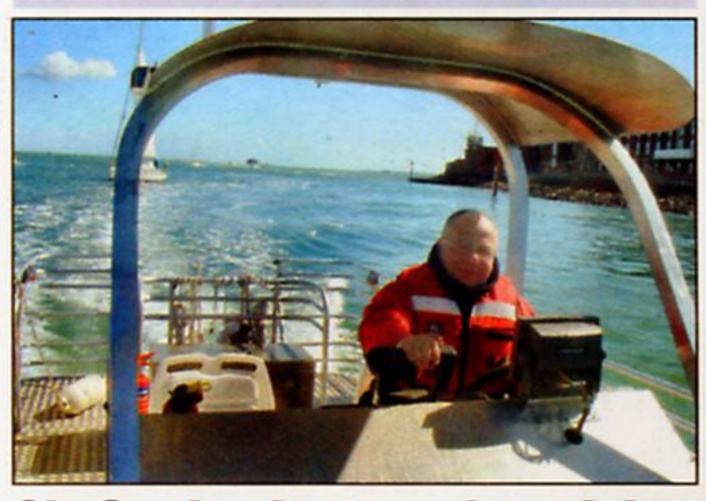


### People (and Bears) in the News



Open mike... Second Sea Lord Vice Admiral Sir James Burnell-Nugent chats with broadcaster Libby Purves at the BBC's London headquarters. The admiral was interviewed by the Beeb for an impending series of Radio 4 programmes celebrating Britain's role as a maritime nation

Picture: LA(Phot) Darby Allen



### Q's £s thanks to safety drive

EFFORTS to improve safety for mariners in Portsmouth Harbour and its approaches have earned the port's Queen's Harbour Master £1,000.

QHM Cdr Tom Herman set up the Volunteer Harbour Patrol and persuaded local businesses to invest £110,000 in the service.

The patrol, launched in May, comprises 25 volunteers and two small craft and is used to advise users of the harbour on safety issues.

Cdr Herman (pictured above on patrol in Portsmouth Harbour en-

Navy

trance) was praised by Naval Base Commander Cdre Amjad Hussain for his "incredible" work in drumming up support in the community for the patrol; the £1,000 comes from the MOD's GEMS initiative, which rewards innovation and money/labour-saving ideas.

Also recognised in Portsmouth was WO2 Mick Hawkes of Superintendent Fleet Maintenance. He picked up £400 for devising a better way to test a weapons cooling system on Type 23 frigates, using a new infra-red thermometer.

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# Salty sea bear stuck on land

FOR the past four years successive weapon engineer officers of HMS Newcastle have fretted over the well-being of one the ship's company especially.

The CO? The XO? The surgeon? The head chef, perhaps? Nope, the warship's much-travelled mascot, Salty Bear.

Now, present WEO Lt Cdr Ian Mills need fret no more.

His passport stowed away, the cuddly toy has hung up his suitcase possibly for good after being returned to the school which donated him to the Type 42 destroyer for her world tour in 2000.

With the Geordie Gunboat going out of commission, Salty can no longer sail the oceans, so he headed home in style.

Commanding Officer Cdr Jeremy Blunden brought the bear back via the ship's Lynx helicopter, watched by 400 three to nineyear-olds of Marine Park School in Whitley Bay, near Newcastle, who have followed the mascot's progress avidly.

Of course sailors being sailors, they have been all too eager to join in the bear-related fun, carrying him to the top of Mt Etna or Sugar Loaf Mountain, through the Panama Canal, taken him on the town with some bemused Russian sailors, posing next to the Leaning Tower of Pisa, and, er, enjoying a beer in an Italian bar.

For headteacher Vera Murphy, Salty has been more than a bit of fun; he has been a vital asset for learning.

"He has been one of the best things which could have happened," she added. "He's enriched the children's learning. If Salty's been there – like the pyramids – it makes it much easier for them to learn about the world.

"We only thought he would be away for the world tour, but the sailors didn't want to hand him back."

The bear nearly didn't make it back. During a recent stop-off in Gibraltar as part of the ship's antiterror deployment, one of the colony's infamous barbary apes ran off with the mascot – only for the bear's coat to snag on something, allowing junior officers to rescue him.

"I wouldn't have fretted so much if I had known there was more than one Salty – the school has 'back-

ATTICA CITIONSTO

'Luck Dip' and Christmas Toys



 A conquering hero returns... with HMS Newcastle's CO: Cdr Jeremy Blunden receives a rapturous reception as he brings Salty the Bear home to Marine Park School

ups' of him," said Lt Cdr Mills, who has kept the bear under lock and key in his cabin.

Cdr Blunden added: "We have been able to do a lot of good with Salty. Wherever we have been, the bear has been. We've given him a lot of attention. And the look on children's faces when we brought him back was fabulous."

What next for the Alan Whicker of the stuffed toy world?

"We will look after him until the Navy calls on him again," said Mrs Murphy.

'I'm bigger than Jesus I am'...
or maybe not: (Right) Salty's
legendary visit to Sugar Loaf
Mountain in Rio



 Bear necessities: (Left)
 Salty kitted out for his trip to the African jungle during Newcastle's spell on APT(South)

Picture: LA(Phot) Terry Boughton

### Chester draws praise from Albion's new CO

ASSAULT ship HMS Albion's new Commanding Officer Capt Keith Winstanley paid his first visit – with members of the ship's company and Royal Marines – to the vessel's adopted city, Chester.

The Devonport-based warship did not accompany the sailors, who took the opportunity to hand over the fruits of their fund-raising work to the Claire House Hospice.

Crew used the summer deployment to the USA to raise cash for the hospice with sponsored weightlifting events.

Other highlights of the visit to the north-west included a tour of an affiliated school and a look around the Vauxhall car plant at Ellesmere Port.

In return, car factory workers and local dignitaries have been invited aboard Albion to spend time at sea.

"It's remarkable what a strong and vibrant relationship has been established between the city and the ship in the space of 18 months," said Capt Winstanley.

### Head Howard renews RN ties

FORMER RN officer Howard Blackett has renewed his Naval connections by taking charge of a school with long-standing ties with the Senior Service.

The 44-year-old has been appointed headmaster of the Royal Hospital School in Suffolk, after previously holding teaching posts at St Edmund's Oxford, Marlborough College, Ardingly College and more recently as deputy and later headmaster of Dover College.

The RN is in the Blackett blood; Howard's father served under the White Ensign as does his brother, Cdre Jeff Blackett, a champion of RN Rugby Union as well as the Service's Director of Legal Services, and nephew S/Lt Will is learning the family trade.

## Lucky Nikki's off to rule the Mexican waves

HMS Kent newlywed OM Nikki Bodkin scooped top prize in the RN Sports Lottery – £5,000.

Temporarily attached to the Royal Naval School of Physical Training at HMS Temeraire in Portsmouth, Nikki plans to splash out on a belated honeymoon, swimming with dolphins off the coast of Mexico.



 Tugg's thanks to LWRN Jan Wilkinson (pictured with senior investigator Lt Cdr Jim Hutchings, left, and RN head of flight safety Cdr Aidan O'Sullivan)



### Lie back and think of, er, flight safety

GOING to the dentist is an experience for most people, but at Yeovilton an educational dimension has been added.

As sailors lie back in the reclining chair they can't help but notice handy safety tips posted on the ceiling – in the form of Tugg's legendary cartoons.

Dental hygienist LWRN Jan Wilkinson struck upon the idea (well, it saves on the laughing gas) to make the daunting experience of the dentist's chair slightly less painful.

Beyond being a constant presence in Navy News,

Tugg livens up the Fleet Air Arm's flight safety magazine Cockpit with his cartoons.

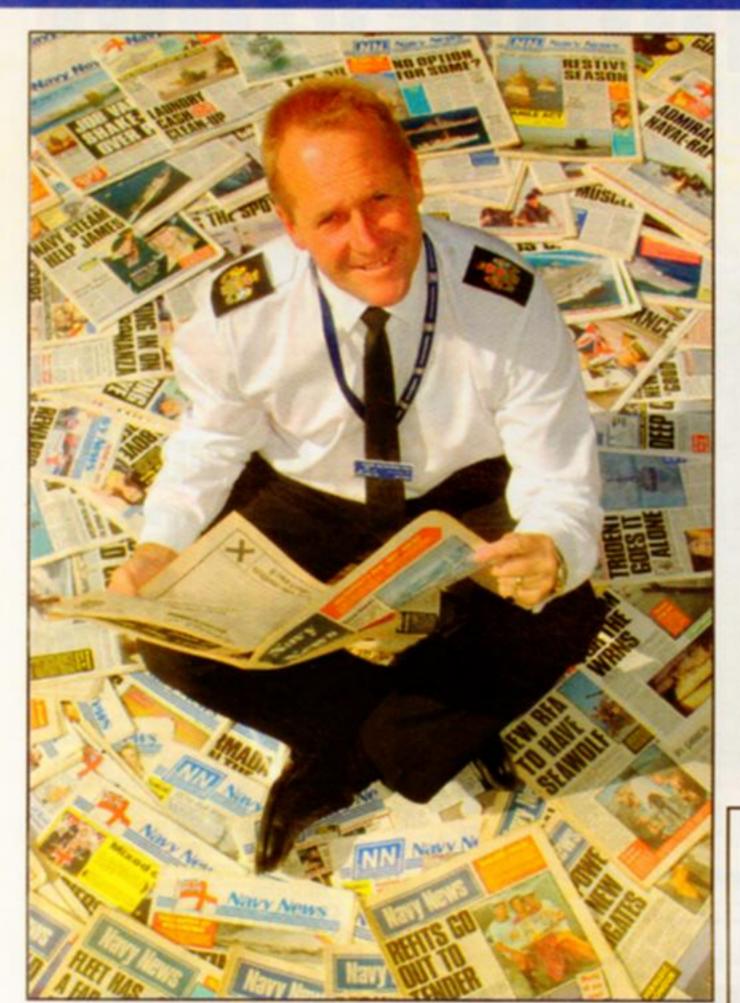
Her idea has certainly impressed the HMS Heron bosses. So much so that Cdr Aidan O'Sullivan, the Officer in Charge of the RN Flight Safety and Accident Investigation Centre, and his team commissioned a cartoon from Tugg to thank Jan – and presented her with a framed copy.

"It's an innovative idea and pro-active way of spreading the flight safety message – in comfort and in pleasant company," said Cdr O'Sullivan.

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 Hmmm, maybe I should have picked up War and Peace instead... WO1 Eddie Seaborne and just a few of the 230 copies of Navy News he's wading through

Picture: LA(Phot) Darby Allen

### Ready, Eddie? Read

WO1 Eddie Seaborne has some fine reading matter to get to grips with after acquiring 21 years' worth of Navy News from a fellow sailor.

Eddie, Command Warrant Officer to the Second Sea Lord, joined the RN in 1972 - as did good pal LS(S) Steven Hales.

Steven kept a copy of every edition of the voice of the Navy from 1979-2000 - soon available in CD-ROM format (Shameless plug - Ed) - and recently presented his collection of more than 230 issues to Eddie for safekeeping.

"I've read about 40 copies so far

and it's been fascinating to see the changes in the Naval Service over three decades," said Eddie.

"Navy News remains one of the best ways to disseminate our information - and is a great read.

"But whatever happened to Get Wise on DCIs and Penpals?"

Well, Penpals continues to be run, perhaps not on the same scale as in the past, and DCIs also feature - but are now incorporated in general news items.

The copies are available for inspection if anyone fancies a trip down memory lane.



You know, these things travel much faster in the water: The members of the Canadian Caribou Canoe 2004 pose during one of the breaks in the bad weather

### **Anything but Canada Dry**

record in Canada 'greeted' four trainee officers from BRNC Dartmouth when they struck out into the wilderness for some adventure training.

S/Lts David Blatcher, Matt Main and Jon Wright, plus MID James Johnson spent two weeks paddling their way around the backwaters of the Commonwealth country by canoe.

The quartet headed for the wilds north-west of Ontario, and in doing so sighted moose, bears, eagles, turtles, and shellfish - and drew plenty of unwanted attention from the local mosquito population.

"The total solitude and the large amount of native art were particular highlights," said Jon.

After a thorough soaking on their expedition, the officers headed for HMCS Chippawa in Winni-

ONE of the worst summers on peg, which helped with some of the logisites, where the RN personnel were warmly received in Chippawa's wardroom.

### And what are EW gonna do about it

**CREW of assault ship HMS** Albion are the Fleet's top electronic warfare specialists - an achievement given the ship has only been in service little more than year, and operational only for a matter of months.

The team were called to Fleet HQ in Portsmouth to receive the 2004 trophy from Rear Admiral David Snelson, Chief-of-Staff (Warfare).

Faslane's guards call upon midge lure

THE gravest threat to harmony at HM Naval Base Clyde may have met its match at last.

No, not the campaigners who try to disrupt work at the home of Britain's nuclear deterrent, but the pesky midges who blight Gareloch all year round.

MOD Guards have been given a 'midge magnet' to keep the insects at bay.

As ever-presents come rain, snow, wind or even shine, they - the guards, that is - probably need protection from the blighters more than most at Faslane.

Swats and sprays have had their day: the midge magnet (not actually a magnet) pumps out copious quantities of carbon dioxide, then sucks it back in - with the midges, killing the little mites at the same time.

The very air we exhale, filled with carbon dioxide, is what attracts midges, who head for the source so they can tuck in.

The machine, powered by propane gas, can rid an area the size of a football pitch of the pests - and looks like a portable barbecue, possibly because the insects are known to ruin many an outdoor meal.

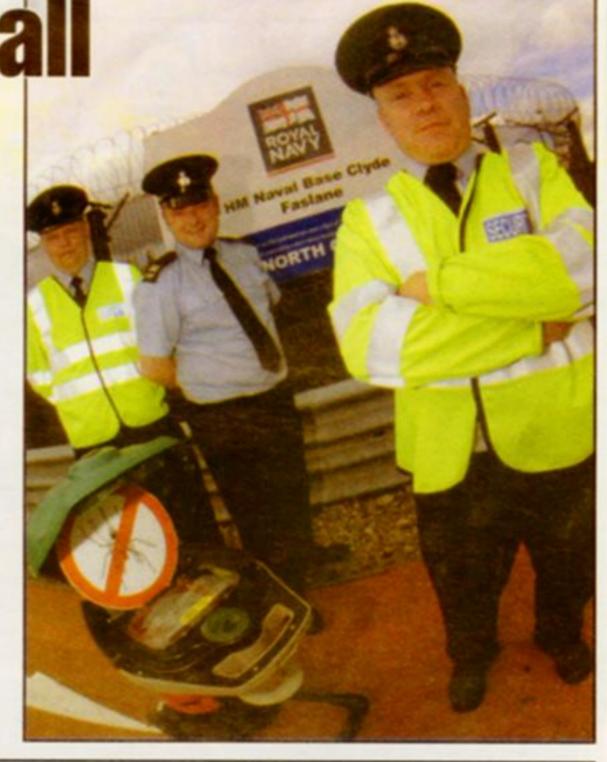
"This isn't a new problem," said Faslane public relations officer Alan Di-

"Generations of midges have feasted on our guards, year in, year out. When the midges are at their most aggressive, their attacks are worse than any snow or

"The new magnet could be the answer to the guards' prayers.

"We've done our research and in no way does this machine represent a threat to the Scottish midge population at large. There are still plenty more out there... waiting."

 A midge too far: (left to right) MOD Guards Lawrence Milligan, Gary O'Neill and Bobby Smith and the midge magnet



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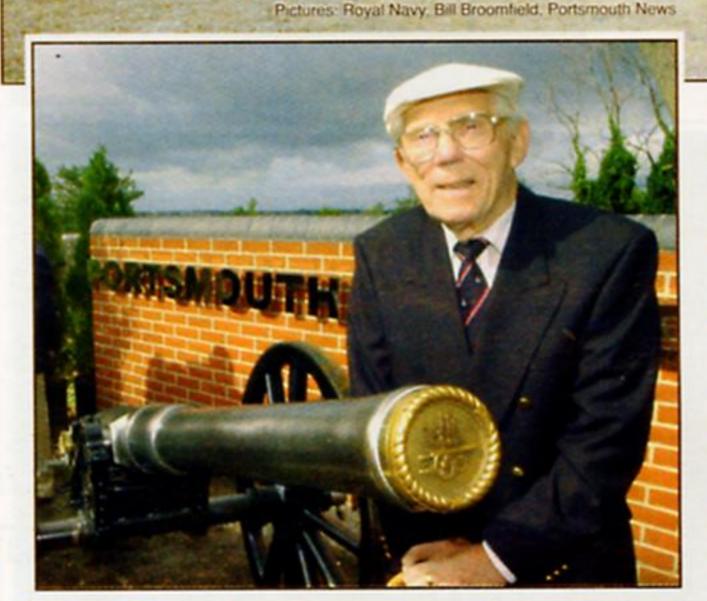
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# To the limit and beyond HMS Powerful's field gun crew, including Bill Broomfield's father Charles, on parade post-Boer War and (below) Mr Broomfield with the new memorial at HMS Excellent



A PERMANENT reminder of the men who upheld the memory of the legendary field gun run now stands at its spiritual home.

The son of one of the original field gunners dedicated the memorial to the sailors who crewed the guns year after year at the Royal Tournament.

In 1899, Bill Broomfield's father Charles fought at the siege of Ladysmith, manning a battery of specially-converted guns from his cruiser HMS Powerful.

One hundred and five years on, he watched as a memorial site at HMS Excellent in Portsmouth was unveiled, honouring the hundreds of sailors who re-enacted the deed for public enjoyment for nearly a century.

The exploits of those first gunners in the Boer War entered British military folklore almost immediately.

The men each received a watch inscribed on behalf of Queen Victoria (a watch still in the Broomfield family's possession) and the then Prince of Wales shook the hands of a gunner - rather than vice versa - at a ceremony at Horse Guards. The heroics most entered

the public consciousness through the field gun run staged at the Royal Tournament, or from 1907 until 1919 the Royal Naval and Military Tournament as it was known.

For 52 years from 1947 until the Tournament ended in 1999, the 18-man crew of guns representing the Portsmouth Command practised on a track at Excellent.

Covering three square metres, the memorial site stands next to the new Fleet Headquarters on the southern end of Whale Island - and on the site of the old gun track.

The monument's two-ton base is formed from cinders

from the track and includes a 5ft brick wall representing the obstacle faced at the tournament, plus a restored field gun, all of which is floodlit from dusk until dawn.

The gun was refurbished under the guidance of former trainer John Simpson by fellow gunners and personnel from HMS Sultan. "This memorial means a

lot to everyone here," said Mr Broomfield, who served as a Naval gunner during World War II.

His father (pictured left) never talked of his Boer War exploits.

"It was an utter shame I never found out more from him," he added. As it stands, the

field gun memorial is not yet complete, but the 240-strong Field Gunners Association intends to raise £48,000 to add a bronze statue of a gunner.

That fund-raising began with £5,000 presented by the parents of Simon Price from the Isle of Wight, a former gunner who died in 2002.

Simon was instrumental in setting up the Field Gunners Association.



 The dedication to the field gunners at the new memorial

### 'The guns, thank God, the guns...'

BORN of a need to counter the 155mm guns ranged by the Boers against the 15-pounders of the British Army, the 'field gun run' as portrayed at the Royal Tournament only touched upon the hardships involved.

The tournament run only lasted about three minutes; the real thing dragged on (literally) for months.

Cruisers HM Ships Powerful and Terrible had been sent to South Africa as the crisis escalated.

Terrible's CO and gunnery expert Capt Percy Scott knew his 12-pounders could match any artillery the Boers brought to bear.

He removed four guns from their mountings and fitted them with wheels and axles bought ashore in Durban.

A Naval Brigade was hastily formed and sent by rail towards Ladysmith. When the track ran out, oxen and hard labour were used to bring the guns into position.

Just 48 hours before the town was finally encircled, the guns arrived - not the first naval artillery to be employed in the conflict. Guns were committed in the battles of Colenso and Spion Kop. Beyond praise from Queen Victoria, the gunners were immortalised by Rudyard Kipling who wrote that the sailors had "trundled their way to heaven to the tune of four point seven".



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### Bow down before Daring

THE Navy's second most senior officer witnessed the scale of the Fleet's next generation warships for the first time when he also started work on destroyer HMS Dauntless.

Commander-in-Chief Fleet Admiral Sir Jonathon Band performed the honours on the bow section of the second of eight Type 45 destroyers at the VT Group's £50m 'shipbuilding factory' in Portsmouth.

First Sea Lord Admiral Sir Alan West last month pressed the button in Scotland to start work on the midships and stern of the 7,350tonne warship, which is being built in segments by VT and BAE Systems before being assembled by the latter.

VT is building the bow, main mast and other sections of the superstructure and has assembled most of the bow of the first of the class, HMS Daring.

"What you realise is that we are building what would be a heavy cruiser in World War II terms," said Admiral Band.

"My last comparable ship was HMS Norfolk, but this is deeper, wider, bigger. Daring is very impressive - and it's fantastic to see the changes in building her. This is the modern way to build a warship.'

The bow section is 50 metres long, about 13 metres high and weighs in at 1,200 tonnes. It contains the missile silos for the anti-air Aster missiles which the ship is designed around, plus the magazine for the main gun, machinery spaces and messes.

It will be shipped to the Clyde by barge in the spring once fitting out is completed; the whole ship is due to slither down the BAE slipway late next year or in early 2006.

As Daring takes shape, the Sampson radar which will be the 'eyes' of the missile system has been hoisted on to a mock-up mast at AMS in Cowes on the Isle of Wight to complete testing. The radar - hidden inside a Sputnik-esque dome - is designed to track multiple targets (including 'stealth' aircraft) and has anti-jamming features.



 Bow wow: CINC Fleet Admiral Sir Jonathon Band, Lady Band and VT Shipbuilding managing director Peter MacIntosh are dwarfed by HMS Daring's bow section

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### Cardiff's name will live on at school

HMS CARDIFF was due back in Portsmouth from deployment as Navy News went to press, having secured an unusual honour.

The Type 42 destroyer, which is due to decommission next year after her final deployment to the Mediterranean, has spent the past six months in the South Atlantic and off West Africa.

While the ship was at Freetown in Sierra Leone, around 100 of her ship's company carried out building work at a local school.

And the country's president, Ahmed Kabbah, was so impressed that he renamed the institution in their honour.

Hill Station Preparatory School is now preceded by the name Cardiff as a thank-you for the building and fitting-out of four brick classrooms over a week in June.

The President may have been encouraged by a touch of nostalgia - years ago he studied at University College, Cardiff, part of the University of Wales.

The destroyer's Commanding Officer, Cdr Mike Beardall, said: "HMS Cardiff is extremely proud and honoured to be recognised by the President and school in this way.

"The ship's company who worked at the school did a tremendous job in extreme heat, and we are delighted that the ship's name will live on in Sierra Leone."

Cardiff sailors also lent a hand at Casa Jimmy's, an orphanage in Rio de Janeiro set up by Jimmy Page of Led Zeppelin fame, while the ship was in South America. A bundle of donated gifts was also handed over.

Cardiff spent three months on patrol in the Falklands, and proved particularly memorable for CPO Nick Pocock, who won top prize in the ship's raffle - a flight over the islands in an RAF Tornado. The draw raised £400 for the ship's charity, Craig Y Parc school in Cardiff.

#### No penguins on Dartmoor

SAILORS from survey ship HMS Endurance have been exploring the wilds - without the penguins.

The party of 14 took advantage of the ship's lay-up for refit to spend five days adventure training around the Dartmoor area.

But the weather was all too familiar to those used to the Antarctic, the only respite from the cold coming from the occasional Devonshire cream tea.

The Red Plum is now training off the South West, and is due to head south in the New Year.

### It's showtime for Somerset in the Gulf

TYPE 23 frigate HMS Somerset has enjoyed a well-earned break from duties in the Northern Arabian Gulf by visiting Doha in Qatar.

One of the highlights was the Combined Services Entertainment (CSE) show staged for the ship's company in the Marriott Hotel.

The show included performances by comedians Colin Cole and Ed Byrne, music was provided by Top Cat, accompanied by dancers Julie Chitty, Megan Jones and Claire Leal.

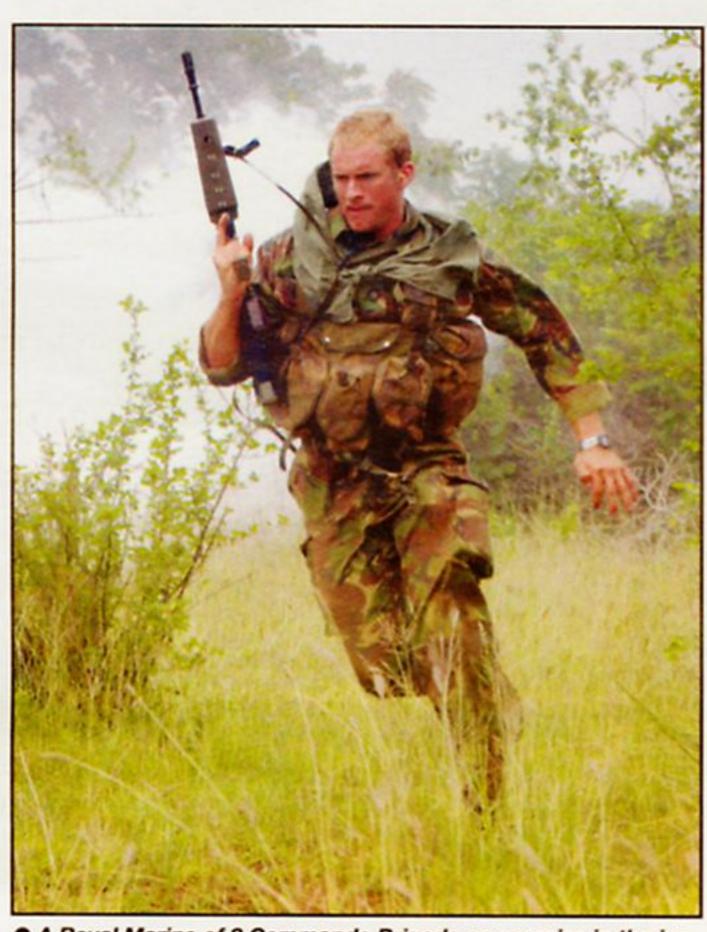
Despite some problems with customs clearance of equipment, frantic behind-the-scenes efforts by production co-ordinator Georgina Smith and the sound engineers ensured the show could go on.

By that stage the performers had already visited the ship, meeting some of the ship's company and exploring the frigate - the comedians gathering useful information to use later in the show.

To be entitled to a show - the CSE idea has been running since 1946 – a ship or submarine has to be deployed for more than four months, at which point Lt Cdr Roger Saynor and WOPT James Stewart, from Fleet Physical and Adventurous Training, set the wheels in motion.

Somerset is now back on patrol, and is due to hand over to HMS Marlborough this month before returning to Devonport in time for Christmas.

# Royals involved in a Rhumba in the jungle



 A Royal Marine of 3 Commando Brigade on exercise in the jungles of Ghana Picture: PO(PHOT) Tam McDonald (3 Cdo Bgde)

ROYAL Marines have been training in the heat of the jungles of Ghana - and have been impressed by the "cando attitude" of their African counterparts, writes Sgt Stan Bloomer RM.

Elements of 3 Commando Brigade took part in the bilateral Exercise Western Rhumba, 250 of them from the Brigade Reconnaissance Force (BRF).

The BRF is a group which monitors enemy activity, surveys beaches and helicopter landing sites and obtains information on obstacles such as cliffs and minefields.

It is capable of operating days ahead of the main force, and demands high levels of soldiering skills, bravery and determination.

They go in by parachute, helicopter or boat, which requires specialist training.

Western Rhumba took place in arduous conditions in the Ghanaian jungle, near Achiase in the southwest of the country, and will help maintain the Corps' ability to fight in any environment, be it desert, mountain, cold or jungle.

Lt Col M. Smith, Commanding Officer of the Command Support Group of 3 Cdo Brigade, said: "Ghana's Jungle Warfare School is an ideal location, and the excellent support we have received from the Ghanaian MOD has been most generous - and is essential to the conduct of the deployment."

Ghana was chosen not only for its

ronment put the troops under stress, testing their willpower and determi-It also helped foster relations

between the Ghanaian forces and the UK Services - the African nation's Defence Minister noted that "the British Armed Forces could be described as the mother of the Ghana Armed Forces ... these foundations have now been built upon and improved by Ghana."

jungle but because of the stability of

the government - the UK maintains

strong links with the country, and the

local Armed Forces offer much in the

impressed not only with the facilities

offered but also the 'can-do' attitude

of the Ghana soldiers," said Sgt

throughout September, with a final

exercise at the beginning of last

The deployment was conducted

The heat and humidity of the envi-

"The Royal Marines have been

way of expertise.

Bloomer.

month.

And the Royals hoped that not only would they learn from their hosts, but that they could also pass on skills to the Ghanaians.

One highly-successful element of the deployment was the building of a new school by Royal Engineers from 59 Ind Cdo Sqn RE from Chivenor in North Devon.

On a suggestion by the CO of the Jungle Warfare School, Lt Col Bob Nsyska, the Officer Commanding BRF, Maj Andrew Fergusson RM, took the chance to build a modern facility for 120 children and five teachers was completed in four weeks.

The headmaster of the school said: "The children are so delighted. Education is very important in

Ghana and all the children know that. "They love to go to school and this building will make a real difference to them and their futures."

Also taking part were Recce Troops from 42 Cdo RM, 45 Cdo RM, Forward Observation Officers from 148 Battery RA, boat support from 539 Assault Squadron RM and helicopter support from 846 Naval Air Squadron of the Commando

Helicopter Force. There were also reconnaissance elements from the Royal Netherlands Marines Corps.

### Maltese schooldays recalled at reunion

MORE than 400 former staff and pupils - including five headmasters - gathered at a reunion of Tal Handaq, the old RN Secondary School in Malta.

Around 450, representing ten countries including Canada, Malaysia and Australia, travelled to Colerne in Wiltshire to recall their days in the school, which closed more than 25 years ago.

Tal Handaq provided secondary and some junior education for children of British Servicemen as well as children of civilians serving in Malta between 1947 and 1978.

The reunion association is now in contact with 2,200 members, but is always happy to hear from others who spent time at the school - on their books are some married couples who met while teenagers at the school, and others who have rekindled old friendships and since mar-

The chairman of the organising committee Rog Wilkin said of the attendance: "It is a testament to the happy memories we have of our childhood and teenage years in Malta, and the excellent schooling we received at that time, that so many who attended the school are so enthusiastic about meeting up with old friends and the masters who taught them."

An associated website is at www.tal-handaq.freeserve.co.uk

### Reservists march to new Vivid

ROYAL Naval Reservists from HMS Vivid have marched from Mount Wise to their new home in Devonport Naval Base.

Led by a Royal Marines Band from HMS Raleigh and a ceremonial guard from Vivid's ship's company, the march marked the start of the rededication ceremony.

Commanding Officer Cdr Andrew Crawford said: "All Naval Reservists identify with their parent unit and take great pride in representing that unit when working alongside their regular Service counterparts.

"To have that home within the heart of operations in the South West is a very exciting prospect for us all."

Naval Base Commander Commodore Andy Mathews, the guest of honour at the ceremony, said: "I am delighted to see HMS Vivid move into the Naval Base.

"The Royal Naval Reserve is an integral part of the RN and we look forward to supporting HMS Vivid as it continues its excellent work in recruiting, training and administering the Reservists of today and the future."

Vivid has 210 personnel who live around the South West, with skills ranging from medical to logistics.

### Boffin boost for Action Stations

THE interactive learning centre for youngsters interested in the Navy has been given £900,000 to create a new

science gallery. Action Stations in Portsmouth

Historic Dockyard will install 35

new exhibits and displays looking at

the technology which drives the Fleet, in particular propulsion, communications and navigation systems.

The money comes from the ReDiscover Fund, a spin-off of the Millennium Commission, and Inter-Action is due to open next summer.

"We are elated at being awarded such a magnificent grant and we look forward to offering our visitors a fantastic new science and technology experience," said Action Stations general manager Barbara Barnes.

Meanwhile, Action Stations' near neighbour, Mary Rose, is hitting the road on a tour of the UK.

Not the wreck itself, but artefacts, real and replica, to enhance understanding of the ship and her age.

Purpose-made 'seamen chests' have been dispatched around the country by courier firm DHL to schools - Tudor Britain is one of the core subjects in the National Curriculum for pupils of juniorschool age.

Among the items in the chests are wrist guards for archers, arrow spacers, a bleeding bowl, peppermill and eating utensils.

# Sailor revealed as Man Who Never Was

A SAILOR who died in a wartime accident is believed to be the mysterious

'Man Who Never Was'. The unidentified body of a man was used in a bold intelligence plan in 1943 to mislead the Axis powers over inva-

The body was dressed in a Royal Marines uniform and a new identity created for him.

sion plans in the Mediterranean.

The new Major Martin was given an instant history, even down to a photo of his girlfriend, theatre tickets and a letter from his bank manager.

The body was slipped into the sea off Spain from submarine HMS Seraph, and word sent round that a plane carrying the staff officer had crashed into the sea.

As planned, the body was found by the Spanish, where Germans were allowed to see the decoy information in a briefcase chained to his wrist.

And the wartime enigma has appar-Monitored Enigma signals proved the Germans had

swallowed the bait.

As a consequence, defences at Sicily were lighter than might otherwise have been - Operation Mincemeat led the Germans to strengthen Sardinia instead. The body was for years thought to

have been that of Welsh vagrant, Glyndwr Michael, who died of pneumonia - a death which resembled drowning.

But now the identity has been revealed as John Melville, known as Jack, a sailor who died when aircraft carrier HMS Dasher, blew up in Scotland possibly caused by an aviation fuel leak.

John's daughter Mrs Isobel Mackay and her son have visited Cyprus to take part in a memorial ceremony on board patrol boat HMS Dasher, part of the Cyprus Squadron, when a wreath was cast into the sea in honour of a man who died while serving his country - and still did his bit even after his death.

The story of Mincemeat was filmed as The Man Who Never Was.

ently been solved by Naval historians John and Noreen Steele in research for their book The Secrets of HMS Dasher.



 Mrs Isobel Mackay lays a wreath on the sea from HMS Dasher in Cyprus in honour of her father John Melville believed to be 'the Man Who Never Was'

Picture by Cpl Will Craig (Army)

# Second Sea Lord Vice Admiral Sir James Burnell-Nugent with his wife Mary outside Buckingham Palace after the Navy's

Principal Personnel Officer received his KCB from the Queen Picture: LA(PHOT) Darby Allen

### Hood and Warspite are remembered

TED Briggs, the only living survivor of the sinking of HMS Hood, has opened the new Personnel and Administration Centre at HMS Collingwood which bears the name of his old ship.

Mr Briggs was one of only three who were saved from a ship's company of more than 1,400 when Hood sank on May 24 1941, having been struck a fatal blow during a duel with the Bismarck and Prinz Eugen.

The building provides personnel support, including medical and dental facilities, for the Maritime Warfare School.

Commander-in-Chief Fleet Admiral Sir Jonathon Band was guest of honour at the opening of Warspite Building at Collingwood.

The new building provides warfare training within the Maritime Warfare School, and is named after the battleship. Within the building is the Ramsay

Tactical Floor, honouring Admiral Sir Bertram Ramsay, Naval Commander-in-Chief for Operation Overlord in June 1944. Warspite Building, which cost around

£4 million, contains nine Command train-

# There ain't nothing like a war game...

THERE was added realism – and poignancy – to the terrorist scenario included for the first time as the Royal Navy exercised with its Far East allies.

Just days after terrorists struck at Australian interests in Jakarta, sizeable RN forces lined up with comrades from Australia, Malaysia, New Zealand and Singapore for Exercise Bersama Lima in the South China Sea.

War games staged as part of the Five Powers Defence Agreement have been run by the Commonwealth nations since the agreement was signed in 1971 to protect the Malay Peninsula and Singapore.

This year, counter-terrorism and interdiction operations by sea – intercepting and boarding suspicious vessels – were included to take into account the global terror threat.

Destroyer HMS Exeter and her accompanying tanker escort RFA Grey Rover, returning to the UK after a Far East deployment, were joined by new survey ship HMS Echo, RFA Diligence and the Fleet Diving Group, plus the staffs of the UK Battle Staff and 2nd Mine Countermeasures Squadron to form the RN contingent of more than 3,500 personnel drawn from the five powers.

than 3,500 personnel drawn from the five powers.

Thirty warships, two submarines and 60 aircraft were

deployed in all.
"The United Kingdo

"The United Kingdom's forces are committed to combating terrorism – not just in Iraq and Afghanistan – but across the globe," said CINC Fleet Admiral Sir Jonathon Band, who visited Lima.

"This exercise has been a quantum leap forward in many crucial areas, including inter-operability and maritime counter-terrorism operations. We share a common determination to safeguard security in the region."

While Exeter provided air defence – including loosing a Sea Dart missile – Australian F18 Hornets prowled the skies, and on the surface Echo carried out environmental

But spare a thought for the Fleet Diving Group, whose 'arduous' task it was to train with comrades from four different nations in



waters around the idyllic island of Tioman – the setting for the Hollywood musical South

"This is what we all joined the branch for 
— diving in a minefield isn't that great, and 
the visibility is only as good as Horsea Island 
lake, but the opportunity to dive on some of 
the reefs and wrecks was an excellent experience. We were living on a beach in hammocks surrounded by rainforest," said LD 
Richard Ellis.

Lt Andy Stevens of Fleet Diving Group 2 added: "In the past this has been described as a diving expedition in paradise. The paradise part is still true, but this exercise is a professionally-conducted and extremely challenging one. It's been great to work with our counterparts."

■ RN leads NATO exercise, p16



• If paradise is half as nice, it'll be very nice indeed: The Fleet Diving Group comes ashore on Tioman with support ship RFA Diligence in the background and (left) Malaysian corvette KD Laksamana Muhammad Amin leads the Five Powers' task force on patrol in the South China Sea

Pictures: LA(Phot) Luis Holden

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MG range - Fuel consumption mpg (L/100km) ranges from: Urban 15.8 (17.9) - 39.2 (7.2), Extra Urban 27.2 (10.4) - 68.3 (4.1), Combined 21.5 (13.2) - 53.8 (5.2) CO<sub>2</sub> emissions range from 150 - 314g/km

### **Rare showing** for Victory's historic sail

THE 'Turin Shroud' of the Royal Navy, HMS Victory's foretopsail from the Battle of Trafalgar, will be on show to the general public for the first time in seven years in 2005.

The sail, still pockmarked with the scars of the clash with the French and Spanish fleets, was last displayed in Portsmouth Historic Dockyard during the International Festival of the Sea in 1998.

Since then further conservation work has been carried out on the artefact by experts working with the RN - Nelson's flagship remains a commissioned warship, today serving as the flagship of the Second Sea Lord.

As part of the bicentennial commemorations of the battle, the sail will get a rare public airing in the controlled environment which is its home on the top floor of Storehouse No.10, part of the Royal Naval Museum in Portsmouth.

A lift will be provided to the floor allowing disabled visitors to see the sail, which will be on display between March and the end of October.

Also as part of bicentenary events, the museum is showcasing the 'Trafalgar roll', which is the result of two decades' research by a couple of historians into as many of the men and women who served at the battle as possible.

The museum already holds a Victory roll detailing the flagship's complement on the day of battle, but the expanded roll will address the omission of other vessels and their crew who played a crucial role in the Navy's decisive victory. ■ Ironclad HMS Warrior is spending the month in dry dock for the first time in a decade as part of an overall overhaul of the warship.

The ship, since the late 1980s a tourist attraction in Portsmouth Harbour, was going into dry dock on October 30 to allow her hull to be repainted and maintenance checks to the parts of the vessel normally hidden below the waterline.

A new type of paint being used on Warrior means she should not have to be docked down for another 15-20 years.

Whilst in dry dock, Warrior's berth will be dredged to get rid of the silt which has accumulated in the past 10 years.

### **Nautical aviation** captured on canvas

PORTSMOUTH'S central library is hosting an exhibition of art focusing on aviation and the sea produced by the Solent Aviation Art Society.

The free exhibition runs from November 1-13 and follows on from a successful display of art work at the former HMS Daedalus site in Lee-on-the-Solent.



gus attempt to invade the Mediterranean island of Sardinia, the Royal Navy returned to the finish the job it never started.

The island was famously earmarked for 'invasion' under the plan to dupe the Axis Powers in 1943 over Allied intentions in the region. (Sicily was the true target).

And 61 years on NATO planners decided to launch an invasion of their own to test the Allied nations' new Response Force.

The result has been Exercise Destined Glory, a two-week 'war' for the Italian island, including live firing, waged by 11 friendly na-

The RN's input to the war games was led by carrier HMS Invincible, escorted by destroyers Southampton and Manchester and Type 23 frigate HMS Kent, plus RFA Fort George.

Sea Harriers of 801 NAS provided the aerial punch, assisted by Sea Kings of 771 and 849 NAS operating from the Fleet flagship, while Merlins of 814 NAS were sent aloft to 'hunt' for submarines.

UK Maritime Force Commander Rear Admiral Charles Style oversaw the seaborne element of the exercise, embarked in Invincible with his Battle Staff from Whale Island.

Nearly 10,000 personnel, 47 ships and almost 50 aircraft were committed to the exercise - NATO's largest amphibious operation of the year.

following an agreement by NATO heads of state two years ago and is intended to meet the threats and challenges of the 21st Century - from supporting counter-terrorism operations to evacuations, amphibious landings and providing stability to a crisis-torn region.

The exercise reached its climax with two days of operations on the ground, in the air and on the sea around Sardinia, culminating in an amphibious assault on the island's southern beaches - all watched by NATO dignitaries.

"NATO's Response Force is a credible force which is able to demonstrate the Treaty Organisation's resolve in the early stages of a potential crisis," said Admiral Style.

"This is an expeditionary force try.



 Nice flares: A Sea Harrier of 801 NAS takes evasive action

HMS WINCHESTER (WAIR AA ESCORT) 1942 HMS VANQUISHER (LONG RANGE ESCORT) 1943 HMS WINDSOR (EAST COAST CONVOY) 1943 HMS VERSATILE (AS BUILT) 1939

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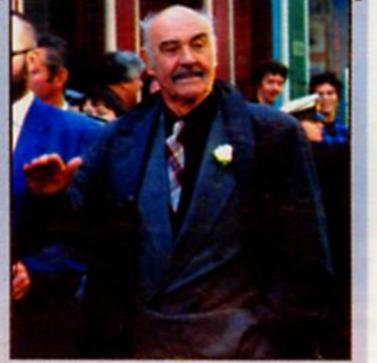
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 Look smart, the Queen will be here any moment... A last inspection for the Naval Guard at the official opening of the Scottish Parliament in Edinburgh. Sailors from HMS Illustrious (being refitted in nearby Rosyth), HMS Nep-tune and HMS Scotia (RNR Rosyth) formed the Guard as HM the Queen performed the honours. Among the celebrities attending was the most famous fictional sailor of them all, aka former James Bond Sean Connery (right)



### Fliers' skill rewarded

THE skill and courage of two Fleet Air Arm aircrews have been honoured by their fellow fliers.

Rescue 193 of 771 NAS based at Culdrose collected the Prince Philip Helicopter Rescue Award and HMS Endurance the Master's Medal for flying deeds above and beyond the call of duty as the Guild of Air Pilots and Air Navigators presented their annual awards at London's Guildhall.

On October 29 last year, the Rescue 193 team of pilot Lt Claire Donegan, observer Lt Paul Dingley and aircrewmen PO(AC) Dave Rigg and LAC Graham Hatch headed into foul weather conditions to rescue a lone yachtsman suffering neck and spinal injuries 80 miles south-west of Culdrose.

They found a 32ft yacht with a very small winching area being tossed around in a 40ft swell.

LAC Hatch was lowered and managed to grab on to the halyard and slid down on to the deck.

He was immediately struck by seasickness and despite vomiting repeatedly, the aircrewman managed to place the casualty in a safe body position.

As PO Rigg prepared to join his colleague on the yacht, a huge swell broke over the vessel, completely submerging the senior rating. He was recovered aboard the Sea King and despite being visibly shaken by the ordeal volunteered to make a return attempt to board the yacht, which was successful.

The boat was too small for the aircrewmen to place the yachtsman on a stretcher so the fliers decided to wait for the arrival of the St Mary's lifeboat.

The casualty was transferred to the RNLI boat and the aircrewmen accompanied him into St Mary's to join their helicopter, which had flown in for refuelling.

The citation for the aircrew reads: "Throughout the sevenand-a-half-hour rescue, the crew demonstrated exceptional courage, professional skill and selfless disregard for their own safety in extremely trying conditions.

Endurance's crew was rewarded for its response to the loss of one of its two Lynxes in February.

Lynx 435 came down on the ice in the southern Weddell Sea, 800 miles from the South Pole, while setting up a fuel depot for British Antarctic Survey scientists.

Three crew and two passengers were aboard the Lynx when it came down, and a Royal Marine and BAS team was on the scene within minutes, soon joined by Endurance's second Lynx, 434.

A medical team from the survey ship tended to the injured in temperatures touching -10°C.

Three casualties needed hospital treatment in Chile, far beyond the Lynx's range. In ever-worsening flying conditions 434 safely delivered the casualties to a waiting BAS Twin Otter for transfer.

434's work continued as all the wreckage was recovered from the crash site, ensuring both no damage to the environment and allowing investigators to begin their work.

### Who wants to complete a questionnaire?

RN and RM personnel and their families should return the questionnaires which helps Naval leaders assess the mood of the Senior Service - and address any problems - by the beginning of November.

The Continuous Attitude Survey is carried out every year; in 2004 it is looking for the voluntary input of 5,000 serving personnel and 4,000 spouses from across the three Armed Forces.

The feedback - all anonymously provided - helps senior officers make financial and non-financial changes to the way the RN is run, hopefully improving things for personnel and their families.

"The survey is key for getting feedback," said Capt Chris Richards, deputy director of Naval Life Management.

"The results have a direct input into RN policy, so it is important that we get a good response."



### Yule want to be in Pompey this Christmas...

THERE'LL be no hope for Scrooge in Portsmouth this Christmas with a surfeit of festive cheer to bring a smile to even the most dour 'humbug'-er.

Portsmouth Historic Dockyard is laying out a veritable feast of celebration with this year's Festival of Christmas from November 26 to 28.

Santa Claus himself is setting up home in the Dockyard for the Festival, and the roadways will be patrolled by stilt-walking fairies and elves, described as "eccentric" even by the organisers themselves, with Jack Frost lurking in hidden doorways on the prowl.

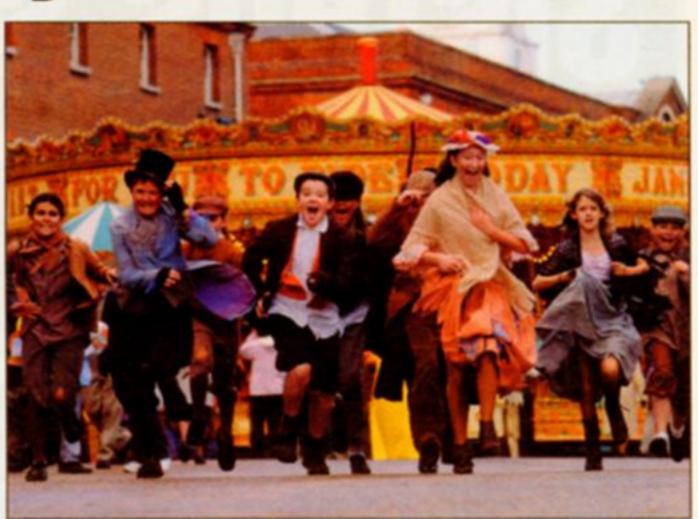
The lanes and halls will be packed with stalls touting their wares for a busy Christmas market, offering everything from traditional crafts to French cuisine.

Unlike the night before Christmas silence will not reign over Portsmouth, with carol concerts, music hall entertainment, a daily music programme and street theatre filling the Dockyard.

The day runs from 10am to 7pm, and a ticket will allow entry to all the attractions within the Dockyard including the historic ships HMS Victory, Warrior 1860, the Mary Rose, plus the Royal Naval Museum and hi-tech attraction Action Stations.

Tickets cost: £10 - adults; £8 - over 60s; £8 - children aged 5 to 15. They can be bought in advance from 023 9283 9766 or on the day.

• (left and right) Scenes from last year's Festival of Christmas



### At Your Service

#### Reunions

#### November 2004

TS Ajax: Reunion for all former cadets from Swansea to be held at the Unit HQ Pilot House Wharf, Swansea on November Contact Mike Thomas on 01792 466777. 01792 650763 or 07702 678247.

Centurion Drafting Staff Officers commemorative mess dinner on November 25 at HMS Sultan wardroom to which all officers who have served as CND drafting, promotions and support staff are warmly invited. Contact Cdr Robin Wain on 023 9270 2125 or Lt Chris Jennings on 023 9270 2643.

NURNU and HMS Example: Alumni reunion to take place at HMS Calliope on November 27, Contact Tracey Seccombe on 0191 477 5584.

#### December 2004

Pompey Field Gunners Association: Christmas reunion at GI's Club, Whale Island on December 4 at 19:30. All field gunners and friends are welcome to this fun night, Disco and Raffle prizes galore. Contact Rob 'Brum' Wyatt on tel: 02392 356868 or email: robdon.wyatt@ntlworld.com.

Neptune and Kandahar: Meeting of the Neptune Association at the Union Jack Club at 11:30 on December 4 will commemorate the 836 men lost when the two ships were sunk on December 19, 1941. Contact Hon Sec, 2 The Walled Garden, Bridport DT6 5RX or email: tgwadden@onetel.com.

#### February 2005

HMS Andromeda: Reunion takes place in Liverpool from February 25-27. All commissions, all ranks welcome. Full weekend's programme of events. For details contact Rick 'Matty' Matthews on 01449 678498 or email: rickmatthews@btinternet. com or visit the association website at http:// www.hms-andromeda.co.uk.

#### April 2005

HMS Whitesand Bay: Reunion at the Royal Sailors Home Club, Portsmouth on April 26. Contact Geoff Nightingale on tel: 01442 263405.

#### May 2005

**HMS Opportune Association: Reunion at** the Stretton Hotel, Blackpool from May 16. Contact W.L. Phillips by telephone on: 01606 79880 or email: w/phillips8@aol.com.

HMS Warrior (R31) 1946-58; will be holding the 2005 reunion at the Inglewood Hotel, Torquay from May 20-23. The association is open to all ex-serving members of the Warrior at any time. Whether you are a member, or not, please contact John Carr on 0121 624 4964 or email: jcarrwarrior57@aol.

#### **July 2005**

HMS Minerva 1972-1973: Anyone who served with HRH The Prince Of Wales please contact George Killoran with a view to a reunion at Highgrove House. Date to be confirmed, possibly July. Tel: 01305 822295 or can be reached by e-mail: killoran\_ g@hotmail.com.

#### September 2005

HMS Ganges Association of Western Australia: Organising a worldwide reunion in Rockingham, Western Australia, on September 16-18, 2005. Brochure and registration forms are available from humpvic@hotmail.com or ttotorich@aol.com or by post to: Victor Humphries, 12/21 Carter Street, Hamilton Hill, Western Australia 6163. Join them at WAR 2005 (Western Australian

#### October 2005

HMS Morecambe Bay Association: Reunion at Broadway Park Hotel, IOW on October 1. Contact D. Turk on telephone: 01252 664694 or email: doug.turk@ntlworld.

### Navy News on tape

Navy News is available free of charge on tape Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number. No special equipment is required to play the standard 90-minute cassettes.

#### Over to You

HMS Ark Royal: Bob Chapman served in Ark Royal (IV) from early 1977 (Silver Jubilee) till she decommissioned early 1979. His final commissioning book plus ship issued photies were borrowed never to be seen again. Can anyone help him get a copy or point him in the right direction as how to get hold of one? (The publishers name would help.) Contact Bob Chapman on tel: 0121 604 3694 or email: rc012t1222@blueyonder.

HMS Beagle: Would like to communicate with any veterans of the destroyer escort HMS Beagle, who were aboard the night she drove off two German E-boat attacks on an LST convoy and rescued several hundred Americans from the water after two LSTs were struck by torpedoes on day 2, D-Day, 1944. Contact John Pearson, 20215 HollyHills Dr. N.E., Bothell, Wa., USA, 98011 or email: bigskyman/@netscape.com.

Bugle Calls: When Keith Best (L/Seaman Banjo Best as was) was Chief Quarter Master at Harrier and Gannet he had all the bugle calls on a 78rpm record, 'Up Spirits' etc, is it possible to acquire one or something similar? If you can help contact Keith Best, on tel: 01875 615129 or email: taffykeithbest@btopenworld.com.

HMS Condor: Alex Beard is looking for anyone who knew his uncle, William Ravey, from London who was killed in a flying accident out of HMS Condor on February 17, 1943. Alex is returning from Australia to take his mother to visit his grave in Arbroath in November and is keen to hear from anyone who knew him. Contact Alex Beard, c/o Beckside, Hanby Lane, Welton Le Marsh, Spilsby, Lincolnshire. PE23 5TA or email: loughland@hotmail.com.

William J. Cryer: Seeking photographs of William who served in the RN from 1938-46 and 52-54. His wife would like some memories of her late husband who served in Wildfire, Victory, Excellent, Beaver, Drake, Pembroke, Spartiate, Eaglet, Orlando, Cormorant, Vernon, Somali, Jersey, Lancaster Castle and Montclare. Contact Mrs D. Cryer, 13 Fourth Avenue, Cosham,

Portsmouth, Hampshire, PO6 3HX RNAS Culdrose: Trying to find an old friend by the name of Michael O'Gorman. Last known to be based at RNAS Culdrose as an AEM. However, he is now believed to be in the Portsmouth area. He is from Plymouth originally and his parents are thought to be in the Bristol area and are called Mary and Mike. Contact Jaime Campbell on tel: 023 8056 2658 or 07916 337996, or email: quirk.

businessforms@virgin.net. Reginald 'Reg' Elliott: Served in

Merchant and Royal Navy during WWII. Won a silver cup for boat race in India, crew of six, cup is engraved '1946 India Gift Rowing Z.Y. India'. Were you one of the crew? Does anyone have any information. Contact Miss B. Bennett on tel: 01489 877136.

HMS Grove: Robert Palmer's uncle, Douglas James Holdaway, was killed in action whilst serving in HMS Grove, sunk by a German U-Boat on June 12, 1942. Douglas' brother David is still living, in his eighties, and is keen to contact any living survivor of this tragic incident to understand what happened on that day in 1942. Douglas was an ordinary seaman, aged 21 years, from Norbury in Surrey. Contact Robert Palmer on tel: 01473 749135 or email: RPalmer13/Qotinternet.com.

HMS Jamaica: The granddaughter of the late Sidney Robinson is looking for anybody who served on the ship 1942-45 in WWII, or has any information regarding Sidney who lived in Huddersfield pre- and post-war. She believes he trained at a base called HMS Drake in Barrow-in-Furness before joining the ship as a gunner. She can obtain no information as she knows so little and has no pay roll number which could help her find out more! So any help would be gratefully appreciated. Contact Sarah Bray, 24 Mulberry Court, Golcar, Huddersfield, West Yorkshire, HD7 4DL or email: sarahlouisebray@aol.com.

LCI Association: Seeking information on the LCI(s) Association. Unable to attend the 60th anniversary at the memorial on the Warsash Jetty but got there some weeks later he saw one of the wreaths there from the Association. He served on LCI(s) 535 as the telegraphist, would like to trace any of his old shipmates or survivors of 525 which was blown up alongside them on their approach to Sword Beach. Contact Dennis Karn, 21 Station Avenue, Glen Iris, Melbourne, Victoria, 3146, Australia or email: dkam@bigpond.net.au.

HMS Loch 'Almond': Calling all old shipmates from the last commission of Loch 'Almond'. A new website with photos, crew list and cruise notes. We need more! Have you any tales to tell? Contact Ken Stockley on 07979 766198 or email: webmaster@hmslochlomond.co.uk or visit: http://www.hmslochlomond.co.uk.

HMS Macolite: are there any WWII veterans who served on, or know anything of the trawler HMS Macolite. If so would you please contact, Mr Albert Ashby on 01502 563092 or email: ashby@shiner143. freeserve.co.uk. He is keen to know of its wartime exploits as his father served on her.

Malta: Harry Demarco is keen to hear from crew from the MGBs, MTBs and MLs and in particular if they have any photographs of the period 1942-45 as he would like to put up copies at the National Museum in Malta to recognise the contribution these men made in protecting the Maltese people and their islands. Contact Harry, 11 Granaries Street, Floriana, Malta G.C.

HMS Pelican: George has in his possession a small copper ashtray with the crest of HMS Pelican mounted in the middle. He would be willing to send it to anyone who is associated with Pelican. Contact George Wise on tel: 01634 200222 or email: Wise295@aol.com.

HMS Phoebe Association: is seeking a video recording of the 1970s warship series HMS Hero to purchase or copy. All expenses will be reimbursed. Please email: hmsphoebe@ntlworld.com or phone Secretary Roy Pavely 01235 211501. Visit our website: www.hmsphoebe.co.uk.

Richard 'Dickie' Douglas Scott: of Longtown near Carlisle. Seeking information for his daughter from anyone who knew him. He joined Ganges in 1935 as a boy entrant, went on to serve in Glorious, Gypsy, Matabele, Centurion, Skirmisher, Nimrod, Osprey and Sultan; posted missing presumed dead on March 31, 1942. If you can help please contact Mrs M. Hewson, 3 Ashurst Close, Tadley, Hants RG26 4AH or email: RHewson@aol.com.

Gerald Peter Singleton: Seeking Gerry or any information. Born London 1928, served RN 1943-46 as Telegraphist; Royal Arthur class 186; possible short period in submarines or some specialist unit before General Service; last ship HMS Redpole. Could now be resident in UK or Nigeria. Contact: lan Moore on 01383 872723 or email: IMM86@hotmail.com.

HMS Thane: Seeking information about this ship's activities from January 1944 to its torpedoing on January 15, 1945, when my father was on board. Please ring Ray Kenna on 01476 592242 or email: RA@raken. freeserve.co.uk.

HMS Valiant: Clive's father Denis Holton served on HMS Valiant during the war; on board during the mini-sub raid in Alexandria. If anyone remembers Denis, or has a copy of the 1960 feature film 'The Valiant', Clive is kwwn to speak with them at his expense. He would like to own a copy of the film and is happy to pay any premium to purchase a copy on DVD or VHS. Clive has been trying for years to make contact with old colleagues

of his dad, without success, and the film of

the Alexandria affair is never shown on TV

Contact Clive Holton on tel: 020 8904 8920 or email: CliveHolton@aol.com.

HMS Walker: Brian is researching his family history, in particular Alfred George Henham Knott - known as George. He married in 1930, aged 20, and has a photo of that wedding with him in his Navy uniform. The certificate says he was serving in HMS Walker. Brian is trying to find details about HMS Walker around 1930, and also about George Knott. He would appreciate any information. Contact Brian Conroy, tel: 01993 774799 or email: conroyb@tiscali.co.uk.

HMS Warrior: Researching the history of HMS Warrior through the early years. Battle of Saintes 1782, Battle of Copenhagen and also Jutland (under Nelson) 1801. Also seeking information on the ship's bell. Johr understands that at one time the bell was lost and would like to know where was it, when, and how did it come back in service? Also understands that Warrior at Northwood had a search for the bell. Can anyone help? Contact John Carr on 0121 624 4964 or email: jcarrwarrior57@aol.com.

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#### Calling Old Shipmates HMS Collingwood/Andromeda: Alan

Jennings is eager to locate Bob Whitlam with whom he always had contact, but his letters and phone calls abruptly ceased a few years ago, he would like to find him again or what has happened to him - plus other old shipmates that he served with during his 23 years. Contact Alan at 2/9 Nina Parade, Arundel, 4214, Gold Coast, Queensland, Australia or email: hagmjen@yahoo.com.

HMS Bristol, 1988-90: Looking for Geoff 'Paddy' McClung. Contact George Angus, 27 Priory Park, Amble, Northumberland, NE65 0HG or tel: 07766 798060.

HMS Broadsword: Trying to get in touch with POPT 'Tex' Marshall (rank as of SP SQN BLMF 2000). Contact Brent Blakeboroughon tel: 0151 643 0423, mob: 07802 978967 or email: broadsword042001@yahoo.co.uk.

HMS Bulwark: Seeking shipmates from the 'Rusty B' especially Ray Fenner, Fred Pagett, Mike Ball, Ace Webster and Bob Mann. They served with PO(0)Cook Ron Barham on Bulwark from 1965 to 67. Contact Ron at 52 Little Dock Lane, Plymouth, Devon. PL5 2LZ or tel: 01752 519646.

HMS Ceres: John Bleasdale would like to hear from anyone who knows him: HMS Ceres, training April to August 1956; HMS Royal Prince; Royal Naval Rhine Squadron, 1956-58. Contact him on tel: 01244 531130 or email: john.bleasdale@tesco.net.

HMS Dingley: J.H. Wilson would like to hear from anyone who served on board HMS Dingley Home Station Clearance Diving Team under the command of Lt Cdr P. Roberts VC RN in particular B. Bailey, P. Burton, M. Barker. Contact J.H. Wilson, 59 Moore St, Hillcrest, North Shore City, Auckland 1310 NZ or email: summeril/@xtra.co.nz.

HMS Exeter: Seeking Tony Hancock served in Exeter 1982 or anyone else from crew of '82 with regards to a reunion in April 2005. Contact Steve Kay ex-stoker on 0161 661 0172 or email: steve.kay5762@ntlworld.

HMS Fisgard: Series 24, May 1955, we are trying to organise a reunion of those ex Tiffs who joined with this entry. Date and location of reunion not yet decided. Those interested contact: Bob Fulton, "The Fultons", Minster Drive, Minster, Kent, ME12 2LE. Tel: 01795 871398 or email: ocrikey@aol.com.

HMS Illustrious: Calling MEM(M) Ashburner 'Ash' served on Illustrious. Contact MEM McKinley 'Rug', 9 Willett Ave, Burntwood, Staffs, WS7 3FJ. Tel: 01543 682095 or mobile: 07709 314307

HMS Princess Josephine Charlotte: Former LCA coxswain Dennis Hammond would like to chat to any members of the landing craft flotilla that attacked Licata in Sicily and later on Salerno 1943. Contact him on 01635 48045.

HMS London: Seeking Sub Lt John Cammish who retired as Lt Cdr, PO 'Paddy' Patrick McGee, PO Arthur Burwin, CREA Gus Goode, LEM Arthur Ayres and REM Pete Basford. They all served in London's first commission with LREM Peter J. Cooke. Contact Peter at 275 Longhurst Lane, Mellor, Stockport, Cheshire, SK6 5PW.

HMS Raleigh - Danae 08: Seeking any of the Wrens that joined up on February 20, 1984. It would be nice to catch up with anyone who remembers Sarah Hunt (neé Tierney) (ex-WrnWtrG). Contact Sarah Hunt on tel: 023 9278 9834 or email: pals.

hunt@ntlworld.com. St Angelo 1967-9: Did you serve in Lascaris Comcen; Zeebug Receivers; Rinella Transmitters in Malta during 1967-697 Dave "Imo" Imisson and a rapidly growing band of Matelots and WRENS (Jackie Gowan, Peter Chamberlain, Rosemarie Coles and several others) were there. They have reunion plans underway for March 2005. Please get in touch if you were there or know others. Contact David Imisson by tel:

01638 741220 HMS St Vincent 1954-1955: Seeking members of Blake 80 Class including: Scott, Hardwick, Pigg, Williams, Ford, Scoates, Bolus, Rooke, Hallet, Newman, Gibbs, Ferguson, White, Lee, Rolfe. Telephone Sid Jacko' Jackson on 023 8046 3197. (Five members of the class are already in contact - Jackson, Crocker, Kentell, Phillips and

HMS Swiftsure: Looking for anyone that was on the HMS Swiftsure cruiser during 1944-46? Emily Rawling thinks those are the correct dates. She is trying to find information for her grandfather Jack Harvey also known as Jackson. Contact Emily on tel: 07957 110443 or email: em\_rr@yahoo.

HMS Warrior (R31) 1946-58: Still seeking shipmates who served in Warrior at anytime during 1946-58 be it in Canada, Far East (Vietnam refugees), Korea or Christmas Island (Operation Grapple). We are about 100 strong and hold a reunion every year. Contact John Carr on 0121 624 4964 or email: jcarrwarrior57@aol.com.

HMS Whitesand Bay: Seeking LStd E. Shotton and ABs Sturman and Pantony who served in HMS Whitesand Bay in Hong Kong in 1946. Contact Geoff Nightingale on tel: 01442 263405.

At your Service entries

■ Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.

Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed. Please send in Reunions at least three months (preferably four) before the

month of the event. There may be a delay before items appear, due to the volume of

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# Sisters side by side

THE FLEET's two new assault ships have put to sea side by side for the first time.

HMS Albion was joined in the English Channel by her younger sister HMS Bulwark as the latter conducted trials on the road to operational readiness.

Albion, flagship of the RN's amphibious wing, was declared fit for front-line duties in the spring; Bulwark is some way behind her, having only arrived in Devonport for the first time during the summer.

As the two 18,500-tonne assault ships steamed around the Channel, Albion's sponsor, the Princess Royal, visited the vessel for the first time at sea (see page 20).

Princess Anne spent four hours aboard Albion and beyond the usual formalities of meeting crew and dining with 75 members of the ship's company, she was also treated to a ride in the Royal Marines' beach recovery vehicle, 'The Beast', in the ship's vast loading dock.

The Princess left Albion with an unusual memento - a barbecue for her home, Gatcombe House, built by the engineering department and Devonport dockyard repair firm DML. It should work, too - similar designs were used successfully during Albion's summer deployment to the USA.

"It was a privilege to have the Princess Royal on board and especially nice that she made the time to get around the ship and meet people in their places of work," said LCH 'Wurzel' Warnes.

Records on board Bulwark indicate that this was the first time that two RN LPDs have met at sea since January 1991 (HMS Fearless and Intrepid). The former Fleet carriers Albion and Bulwark would last have met at least 20 years before that.

Members of the HMS Bulwark Albion & Centaur Association were also embarked for the day in Bulwark – for the first time in 35 years.

 TOGETHERNESS: HMS Albion and Bulwark in company in the Channel. Inset, below: HMS Intrepid (left) and Fearless off Spithead in 1991 . Above: Chairman of HMS **Bulwark Albion & Centaur Association Mike** Noonan presents HMS Bulwark CO Capt Jerry Stanford with a framed association badge





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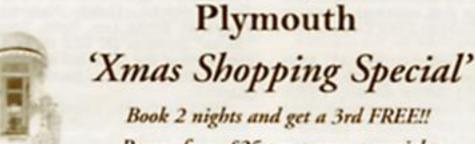
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# Under new management

I HAVE agreed with my colleague, Cdr Hore (D2) that we should jointly craft an article for Drafty's Corner as D4SM no longer exists.

It has now been seven months since the transfer of Submarine Warfare drafting to the Warfare Drafting section, and things are settling down very well.

The Submarine Warfare Drafting Officers are currently Lt Cdr Bob Villier (CSM) & (WSM) and Lt Cdr Derek Long (SSM) & (TSM).

This, however, may change for some S/M Warfare branches as we re-organise after our move to Jago Road in Portsmouth Naval Base at the end of the year.

The largest part of the Submarine Warfare Drafting plot is held by POWTR Jackie Lingard, who runs the drafting desk for WSM.

POWTR Tracy Bale runs the

Cdr B. Lambert

Cdr R.C. Hore

Lt Cdr R. Villier

Lt Cdr P.T. Gunther

POWTR J. Lingard

POWTR T.M. Nice

POWTR T. Bale

WO2MEA Rogerson

POWTR J. Currie

Key contact numbers:

(tbrb WO2WEA Dunkey) D2WESM1

D2

DIC

D2ESM

ADIC1

**ADIB** 

**ADIBA** 

D2MEMSM1

### By D1 (Cdr Lambert) and D2 (Cdr Hore)

Senior Rate (SSM) plot and POWTR Joanne Currie runs the Senior Rate (TSM) plot.

The next stage in the process of re-organisation will commence in November this year when the nontechnical Junior and Senior Ratings of the Fleet Air Arm, along with Regulators and PTs transfer to the D1 Division.

At the same time, non-technical Warrant Officers of the Fleet Air Arm, WO1(MAA)s and WO1(PT)s will transfer.

Warrant Officers of the Submarine Warfare Branch will transfer 01 April 2005 after the 2005 Warrant Officer promotions Boards

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have reported.

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Since the transfer of Submarine drafting I, along with a number of my staff, have been out and about meeting and briefing the Submarine fraternity in both Devonport and Faslane.

A number of roadshows for both General Service and Submarine Warfare personnel are planned in the base ports during the next few months; full details will be published as dates and venues are finalised.

I look forward to meeting as many of you as possible during the next few months.

There have also been some significant changes on the submarine engineering front.

Not only has the drafting responsibility passed from D4 to D2 but also Lt Cdr Dave Hubbard has retired, having provide many years of sterling service as the ME(SM) Drafting Officer.

His plot has been taken over by Lt Cdr Paul Gunther (D2ESM) who is now responsible for the drafting of all submarine engineering rates, ME and WE, from Able Rate to WO2.

To help him manage this large and complex plot he will, in the future, be assisted by two WO2s, one MEA(SM) and one WEA(SM).

So, there will be a Subject Matter Expert on each of the submarine

Diniles 1/4 TOPMACT & OTHERS ERMOY EXIT BODIES. DRAFTY Presentations and Clinics have to be or chopped

'Now they tell us there's a Cup match in town today!'

engineering drafting desks.

This will be of considerable benefit to the individual when considering career management.

The WO2MEA is already in and the WO2WEA will be in post by the end of January 2005.

D2ESM welcomes the opportunity to host the management teams of submarines and shore establishments for drafting visits to NDD, which prove to be very successful, achieving much that cannot always be achieved over the phone.

In addition, a drafting presenta-

tion to units can be arranged and also to conduct a 'Drafting Clinic' where individuals can consult their Drafting Officer on a one-to-one

However, it is important that the numbers attending such presentations/clinics are sufficient to justify the travel costs incurred and D2ESM's time out of office.

But don't forget that really good information can be obtained from your local Regional Drafting and Career Advisors (RDCA) where updates on career planning and future drafting availability, both at sea and ashore, can be obtained.

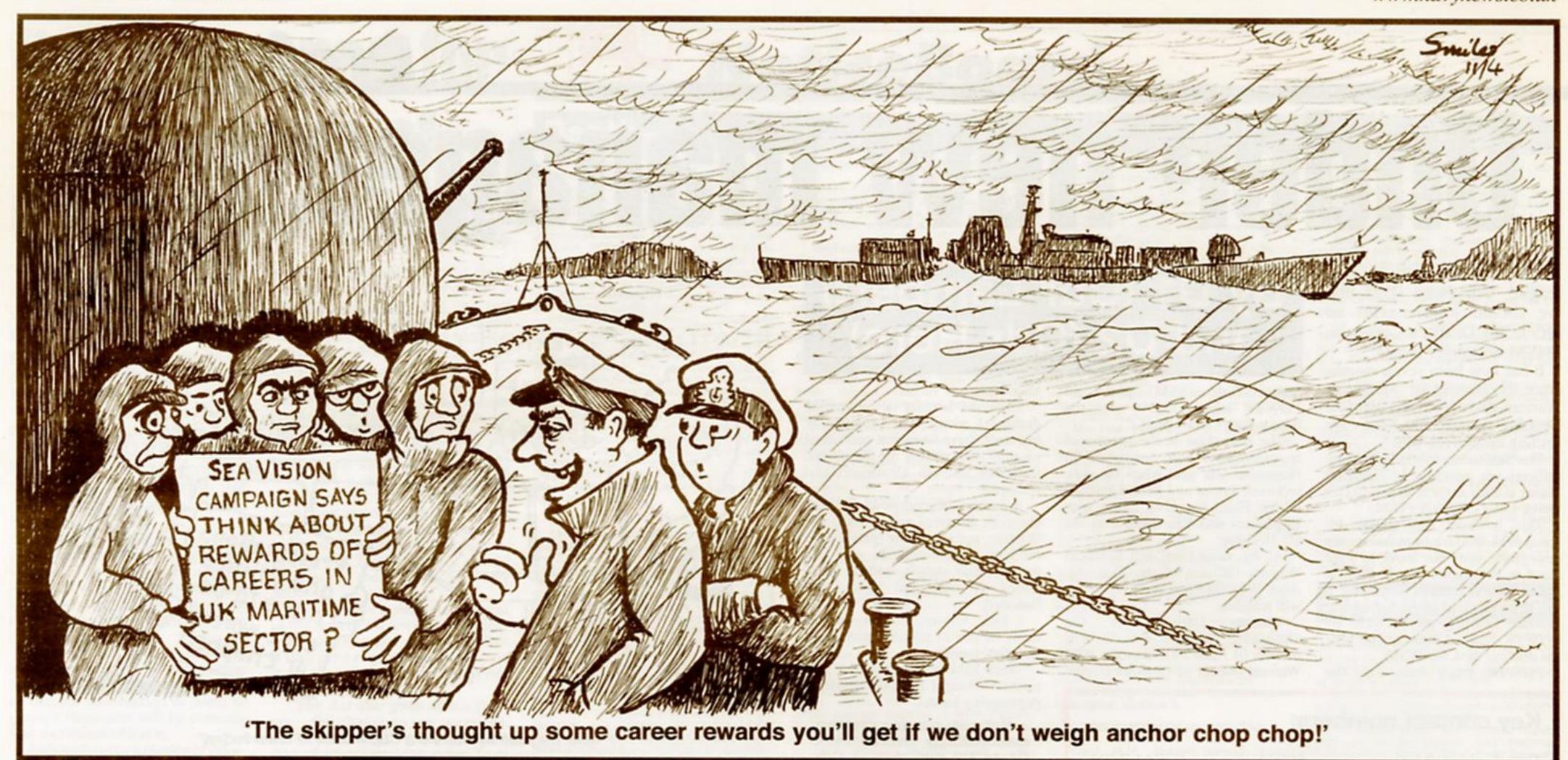
D2ESM also accompanies the Branch Manager and representatives from Fleet on an annual Submarine Engineering Manpower Roadshow that provides a comprehensive update on all manpower issues.

Individuals get the chance to ask the team questions on any manpower matters that may be concerning them.

So if you missed the one in July of this year, make sure that you do not miss next year.







### Love affair that needs rekindling

HERE are currently two new organisations working towards a broadly common aim - boosting public awareness of our dependence on the sea. Not to mention many, much longer established ones.

The two newcomers unfortunately have very similar names, but hopefully this will not serve to muddy the waters, because there is great enthusiasm among all the participants.

SeaBritain 2005 is a year-long festival "to celebrate Britain's long love affair with the sea" that takes advantage of the bicentenary of perhaps the most significant event in that affair, the Battle of Trafalgar which also saw the demise of Britain's best-known and best-loved real-life romantic hero.

The organisers hope to raise awareness of the importance of the sea to us all, its significance in our history, and the many ways it touches our lives in Britain today.

SeaVision UK has much the same motives, but is looking to a longer term campaign. Because there are signs in some areas that the love affair is starting to cool off a bit.

While bursts of passion still spill forth, as witness the remarkable growth in the boat building business in recent years, the fact that, as the Princess Royal has said, the sea is for most people simply identified with leisure pursuits, is profoundly regrettable, suggesting that, in general, the lovers otherwise no longer find they have much in common.

Some guidance is urgently required - because clearly even a short-term rift would be disastrous. When it is realised how very much we depend on the sea for almost all our trade - and how much that trade is protected by the Royal Navy - the need for a stable relationship is obvious.

SeaVision is looking to the future of both Britain's young people, in raising their awareness of the variety of careers in the maritime sector, and of the future of the sea itself. In particular, conservation was once often seen as opposing the needs of commerce and leisure. That is certainly not always the case - and it is high time both parties reached a better understanding.

### Zimbabwe short of Xmas cheer

HE POIGNANT letter from Shipmate P. G. G. Clark of Bulawayo RNA, telling all his friends that he will be unable to afford to send them Christmas cards this year owing to rampant inflation in Zimbabwe (see pages 6 and 29) underlines the plight of many of our ex-Servicemen there, whose pensions have thereby been greatly eroded.

We understand that membership of the Forces Pension Society has been open to all ranks since July 2002 - but overseas veterans may not be aware of this. They should write to Lt Cdr David Marsh, the Pensions Secretary, at 68 South Lambeth Road, Vauxhall, London SW8 1RL.

# WWW Vorking tor a

www.seavisionuk.org

lthough 95 per cent of the UK's trade goods come and go by water, most people only see the sea as "something they do on holiday".

The Princess Royal told the first Sea Vision Forum at Regents College, London that this was the key figure to concentrate on -"because it's simple and so we stand a better chance of getting the message of the sea's importance to the UK across."

As Patron of Sea Vision UK, a campaign started two years ago to promote the country's maritime future that has already brought together over 100 related organisations, Princess Anne said next year's bicentenary celebration of Nelson provided an excellent opportunity to promote the wider range of Britain's maritime inter-

"Whatever the rest of Europe thinks about celebrating Trafalgar, it is jolly good for sea vision," she quipped.

Chairman of the Sea Vision national core group Mark Brownrigg said it was vitally important to capture the imagination of young people to attract them to careers in the maritime sector.

"We are still the world's fifth largest trading economy and we are the largest maritime cluster in Europe with over 250,000 people employed in the industry," he said.

In answer to a question from RNA president Rear Admiral John McAnally, he admitted that Sea Vision had so far attracted only "modest" publicity at a national level. He called for all interested parties to lobby the regional press to "take the lead and feed into the nationals" and foresaw that it would in time make "a major impact".

The most upbeat contribution came from former Hydrographer Rear Admiral John Clarke, now Chief Executive of the British Marine Federation that provides services to the boating industry.

This had seen 45 per cent growth in the past five years, he said.

"We have a fantastic industry contrary to all public perceptions about manufacturing, there is a lot going on in this sector, not only in

# new Vision of the sea

power boating but also in niche sail boat manufacturing."

Keynote of the forum, repeated by speaker after speaker, was the need for close co-operation betwen all the organisations represented - including the Royal Navy, which had seconded staff to Sea Vision UK - to build up the campaiogn for the long term

Other main points of emphasis

- We are technological leaders in offshore oil and gas extraction
- 50 million people travel to,. from and around the UK by ferry each year
- London is the world centre for maritime financial and legal services
- Global warming and the need to understand the world's ecosystems have made research and the study of the marine environment a high priority
- With a turnover of £37 billion - twice the size of aewrospacve or agriculture - the maritime sector makes a massive contribution to the economy



 WORKING TOGETHER: Sea Vision UK Patron The Princess Royal helps prepare the Christmas pud mix on board HMS Albion (see page 18). The Princess had earlier also been invited on board HMS St Albans when the Type 23 frigate paid a visit to Malta to mark the 40th anniversary of the George Cross island's independence (see page 4). And on October 21 she was at HMS Excellent, Whale Island, Portsmouth to officially open the new Headquarters of the Commander-in-Chief Fleet.

# 'The extreme gallantry of the Royal Marines stands forth'

UNDER a grey sky and riding the choppy waves, Reuter's special correspondent Arthur Oakeshott struggled to file a despatch as the shells came crashing down.

"I saw an unforgettable sight

– dozens of landing craft bearing
hundreds of men wearing green berets – the men of the famous Royal
Marines. They were all singing –
yes, singing, going through the hell
of fire and shell and flying metal,"
Oakeshott wrote.

"This was not a kid glove war, and this is what I saw: horror upon horror, burning craft, craft battered and smashed, and dying men and men of courage beyond all belief."

Oakeshott was not reporting offshore of Normandy on June 6 1944, but five months later, off the coast of the Dutch island of Walcheren.

For seven days in November 1944 the men of 41, 47 and 48 Commando, aided by their comrades in the Army and Canadian troops, fought for the low-lying island at the gateway to the River Scheldt.

In the autumn of 1944, the fortified island – 12,000 German soldiers and sailors guarded Walcheren – stood in the way of the Allies' continued advance into Holland and Germany.

Allied supply lines were becoming ever more stretched as the armies advanced ever further from Normandy, which continued to be

the hub of logistics.

The Allies' leaders eyed Antwerp as a solution, but the port would be useless if the Germans continued to hold the approaches along the

The approaches would have to be cleared. The result was Operation Infatuate, the liberation of Walcheren.

River Scheldt.

The Royal Marines were given the task of silencing the German coastal batteries which bore down on the Scheldt estuary around the small town of Westkapelle on the western tip of Walcheren.

It would prove to be the green berets last set-piece assault from the sea in the West – and a bloody one at that.

As the landing craft approached Walcheren on the morning of November 1, the defenders took a heavy toll.

The example of Lt Donald Flory in LCG(M) – Landing Craft Gun (Medium) – 102 was typical. Engaging a gun battery south of Westkapelle to draw fire from the commando landings, his vessel was hopelessly outgunned and blew up, taking all 32 men down with her.

LCF (Landing Craft Flak) 37 also took a direct hit, exploding the magazine of 100,000 pom-pom and Oerlikon rounds.

Four out of five landing craft supporting the commando assault on Walcheren became casualties; 297 sailors and marines were wounded or killed, but the craft did their duty – they drew fire from the

Nevertheless, for the men of 41, 47 and 48 Cdo about to touch down on Walcheren, the approach was hellish.

"Most

Marines had landed early in the assault on Normandy a n d

Marines had landed early in the assault on Normandy a n d

Marines had landed early in the assault on Normandy a n d

"You will shoot

all of them thought that this little D-Day was far more terrifying than the big one," said Major Wilfred Sendall.

41 Cdo landed first and quickly cleared Westkapelle – or what was left of it.

Lt Col Eric Palmer, 41 Cdo's Commanding Officer, said that the destruction he witnessed on the island was "the most terrible we have seen anywhere".

He continued: "The town was burning and bits of houses were falling in the roadway.

"We stormed on to Domburg. It was just after dark. The town was burning and the Germans were not expecting us – in fact we picked up some of them in the streets as they were coming in for an evening out with the girlfriends. They walked out with us instead."

48 Cdo followed 41 Cdo on to the beaches, but thrust south to eliminate the battery which had taken a heavy toll of the landing craft, W13.

The commando was initially caught up in fire-fights with scattered German units before heading for its objective along the coast. The elements were as much of a hindrance as the enemy.

"Imagine what it was like struggling through soft sand that clogged rifles and machine-guns and filled your mouth, eyes and hair," Maj Sendall remembered.

Despite the terrain, as darkness fell, 48 Commando stormed – and took – the emplacement. By first light on November 2nd, the unit was a third of the way to Flushing. 47 Commando followed 48 mov-

ing southwards down the coast.

The men passed "a number of German prisoners, cold, miserable and very docile, huddled together in a bomb crater, around which a single strand barbed-wire fence had been hastily erected," medical officer Capt John Forfar recalled.

47's task was to push on past 48 and clear heavy German defences between Zouteland and Flushing.

As the men approached strongpoint 'Carmen', the Germans opened fire with mortars. The result was carnage.

"Eleven Marines lay dead and 11 had been wounded," Capt Forfar described.

"The clothing of two of the dead was on fire, one with a phosphorous grenade burning at his belt. Another had been killed apparently when one of his own grenades had been hit and exploded."

As night fell, the Germans fell back down the coast on another battery, W11, 47 Cdo's objective.

More than a day's fighting ensued in taking W11; by the end 47 Cdo was at the end of its strength, with all five troop commanders either killed or wounded.

By dark on November 3, W11 had been silenced and with it the toughest nut on Walcheren cracked.

As 47 Cdo pushed south, German resistance crumbled until the men reached the southernmost defences where the area Naval commander meekly gave himself up when warned commandos were in front of him.



Two members of an LCT crew watch fire ashore after landing Royal Marines and (right) Men of the 'White Bread' Division are rounded up by the green

All images © Royal Marines Museum

told his green beret captors. 47 Commando were simply glad their part in the struggle for Walcheren

was over.

By November 8 1944, the island was in Allied hands, and before the month was out the first Allied shipping arrived in Antwerp.

The price paid for liberating Walcheren was high. The coastal village of Westkapelle, in the fore-front of the Marines' assault, was razed to the ground. Nine out of ten homes were destroyed and 215 inhabitants killed.

47 Commando lost 34 officers and men killed, 41 Cdo 16 dead and 48 Cdo 32 men. Overall Allied casualties in the operation ran to more than 7,000 killed and wounded.

The Royal Marines' deeds at Walcheren were widely praised at the time – Churchill wrote that in the battle for the island "the extreme gallantry of the Royal Marines stands forth. The commando idea was triumphant" – yet the battle is overshadowed in today's popular conscience by D-Day, Arnhem and the Battle of the Bulge.

The men of Walcheren deserve a better epitaph. But then the British have always perhaps preferred 'glorious 'failure – the Charge of the Light Brigade, Dunkirk – to strategic success.

As Canadian General Guy Simmonds once acidly commented: "If the assault on Walcheren had failed, it would have been as famous today as the gallant airborne landing at Arnhem."

■ Events commemorating Walcheren include a Royal Marines Memorial Day in Westkapelle and opening of a museum (Nov 1); wreath-laying at Dishoek, Zoutelande and Domburg (Nov 3); formal ceremony in Middleburg (Nov 5)



### White bread and hollow appeals

HOLDING the shores of Walcheren in the autumn of 1944 was a mishmash of German troops, drawn from the Army and Kriegsmarine.

The core of the defence was provided by the newly-formed 70 Infanterie Division. Nine out of ten men suffered from stomach ailments. As a result its soldiers received a special diet, chiefly white bread – a luxury given Germany's predicament at the time – earning the division the name the Brot-

weiss, or 'white bread', Division.

A month before the Walcheren landings, General Gustav-Adolf van Zangen, commanding German forces in the Antwerp sector, demanded of his men: "Each additional day that you deny the port of Antwerp and all its resources to the enemy will be vital. In this hour, the eyes of the German people are

upon you."

Once the Allied assault began, the defenders of Walcheren were cut off from the outside world despite the Kriegsmarine's Commander-in-Chief, Grossadmiral Karl Dönitz declaring: "You are not fighting alone. With you is the entire Navy, in fact, the whole German nation which you are protecting by your dogged resistance."

Most of the German defenders surrendered rather than fight to the last; the 'White Bread' Division ceased to exist, its men dead or captured.

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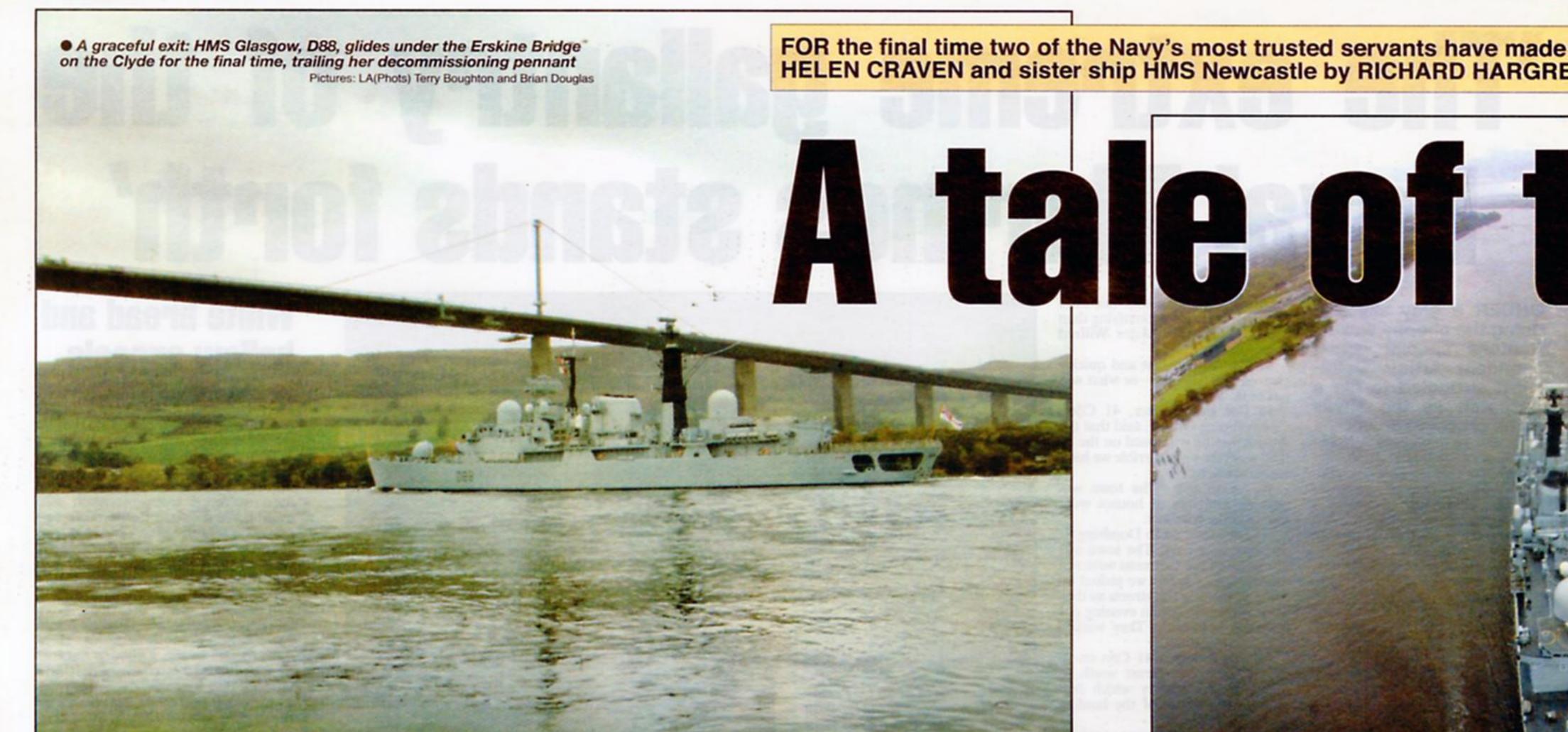
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## Golden goodbye in the shadow of the future

IT WAS a golden morning. As the men and women in their Naval uniforms walked through the dark stone of the cathedral, people stopped them to offer their thanks.

Bedecked in weighty gold chains, the elders of Glasgow's Trade Houses made solemn progress down the aisle while the bright sunshine shone through the words of their motto, crafted into a plate-glass window.

"Union is strength."

The spirit of city and ship seemed as one.

The Very Revd William J. Morris welcomed the ship's company of HMS Glasgow to the cathedral, saying: "Today is tinged with sadness, this is the last visit to Glasgow and the cathedral before she pays off in January."

To mark this final moment in the link between ship and city, the commanding officer Cdr Mike

Wainhouse presented to the cathedral a white ensign to hang above the Naval memorial, along-

side the bell of the seventh Glasgow, the World War II cruiser. These last days in her

namesake city have proven emotional for all connected with the Type 42.
"Two weeks ago it didn't

seem to mean as much, but as days have gone on, particularly here in Glasgow,

it has become more poignant," said Cdr Wainhouse.

For the CO himself the Type 42s have proven pivotal in his career, he served as Navigator in HMS Newcastle in the early 90s.

He praised the spirit on board the Navy's destroyer fleet: "Type 42s have always had a great sense of community, whichever one you end up on, there are always other people you've served with before."

Beyond the decks of the ship, the sense of belonging is one with the Scottish city itself.

"It's astonishing", Cdr Wainhouse said, "wherever I go, whether in the cathedral or elsewhere, people have come up to me to express their

thanks for what the ship has done over 25 years." The night before the city's Lord Provost Liz Cameron

presented the ship with the Loving Cup of Glasgow, given annually to the individual or organisation that has done the most for the city this year to HMS Glasgow for continued service to the

The ship open to visitors drew an eager crowd, queuing down the jetty long before the first 'tourist' was due to set foot on the Navy's retiring warship.

More than 2,000 people paid their respects to Glasgow's own -Glasgow shipbuilders, former RAF and Army men, even one Glasgow veteran from her lucky escape in the Falklands War.

Many admitted that they had never visited her before but had not wanted to miss this last chance to see the old Type 42. David Collins, a retired school-

teacher, was on board with his son and granddaughter: "I take my hat off to the Navy.

> "We're really appreciative of the Navy opening up the ship. Everybody thinks that it's really first-class - a magnificent ges-

"It's good to know that we were on the Glasgow - a late 20th century warship."

But HMS Glasgow's time has come, and as the crowds queued to see around her in Yorkhill Quay, over the river the first destroyer of the 21st century is taking shape.

Vast cross-sections of the Navy's future HMS Daring sit within BAE Systems' shiphalls, while craftsmen labour on the Type 45 destroyer.

A group from the current Type 42 had visited the BAE shipyards earlier in the week, gazing at the truncated passageways and

touring their future mess decks.

"The Type 45 - it's big. The physical size of the beam, it's massive. They should certainly be a massive step up in capability," said CPOMEA Tim Clubb.

CPO Clubb looks back fondly on the Type 42s: "It'll be a sad moment to see them go. After 20 years in the Navy, I've served with them all my life. They are the most fun ships I've served in.

"It's the spirit of the people and what they're doing - these ships travel the world.

"But machinery-wise, they are nearly 30 years old. It's like trying to use a 30-year-old car as a taxi - you can't get the spare parts.
"It's time for them to go, but peo-

ple are rightly fond of them."

For one man in the destroyer, OM Ben 'Hucks' Huckerby, when the ship flew her decommissioning pennant on entry to Portsmouth, there was an echo of his personal history - in 1979 his father WEM Mark Huckerby brought the ship out of build in Newcastle and down to her new Portsmouth home.

These closing moments in the ship's life hit hard on CPOWEA Ian Watson 'Dickie' Baird.

After six years on board Glasgow, the self-confessed 'oldest gun-buster in the Fleet' said: "I've got a lot of good friends from here.

"Coming into Portsmouth in Procedure Alpha, I was thinking about all the good times I've had."

HMS Glasgow's last entry took place just as Navy News went to press, and CPO Baird was firing the gun salute while the pennant flew and the ship said her last goodbyes to the seas she has known so well.

The affection and respect for the ship run deep.

"Like anything, it's not good when something comes to an end, particularly on my watch," said Cdr Wainhouse. "But it is right to move forward to the Type 45s, to be sen-timental about old technology but embrace the new."

"She's an old lady and she's done well," said CPO Clubb.

They're right.

As her youthful protégé waits in the wings for her first curtain call, the grand old lady deserves her final applause as she bows from the world stage.



Bend it, shape it, just a little bit... Another view of HMS

### Affiliation's w

WHEN the axe falls on a ship, the powers-that-be probably little realise that you lose more than just a hull in the water. Sure, you save X million pounds a year.

But you lose the unquantifiable: the affiliations, the civic links, the pride, and, possibly crucially, a Royal Navy presence hundreds of miles from a heartland of the Senior Service.

It was something which became all too apparent in Newcastle and Glasgow as the destroyers bowed out in style.

"Let's keep the spirit of HMS Glasgow going and think of the happy times that you spent on board," said Allan Mercer, secretary of the Glasgow Association who has invited all D88 crew past and present to join veterans of the previous Glasgow, a cruiser, in the organisation.

During the ship's stay on the Clyde, sailors made a bee-line for Kelbourne School for children with special needs.

The destroyer has long-standing ties with the school and on this final occasion, crew arrived determined to spruce up the grounds.

"It was the matelot version of Ground Force - no Charlie Dimmock or water features though," explained LOM Stephanie La Bianca.

"It's been an insight. I was amazed by the outstanding facilities the school has. The staff were very friendly.

"We did some weeding, gardening and tidying up the playground. "It was very rewarding - you could tell we had done some-

In Newcastle's case, there are recent affiliations - Marine Park School and its teddy bear mascot - and more longstanding ones, such as the Percy Hedley School.

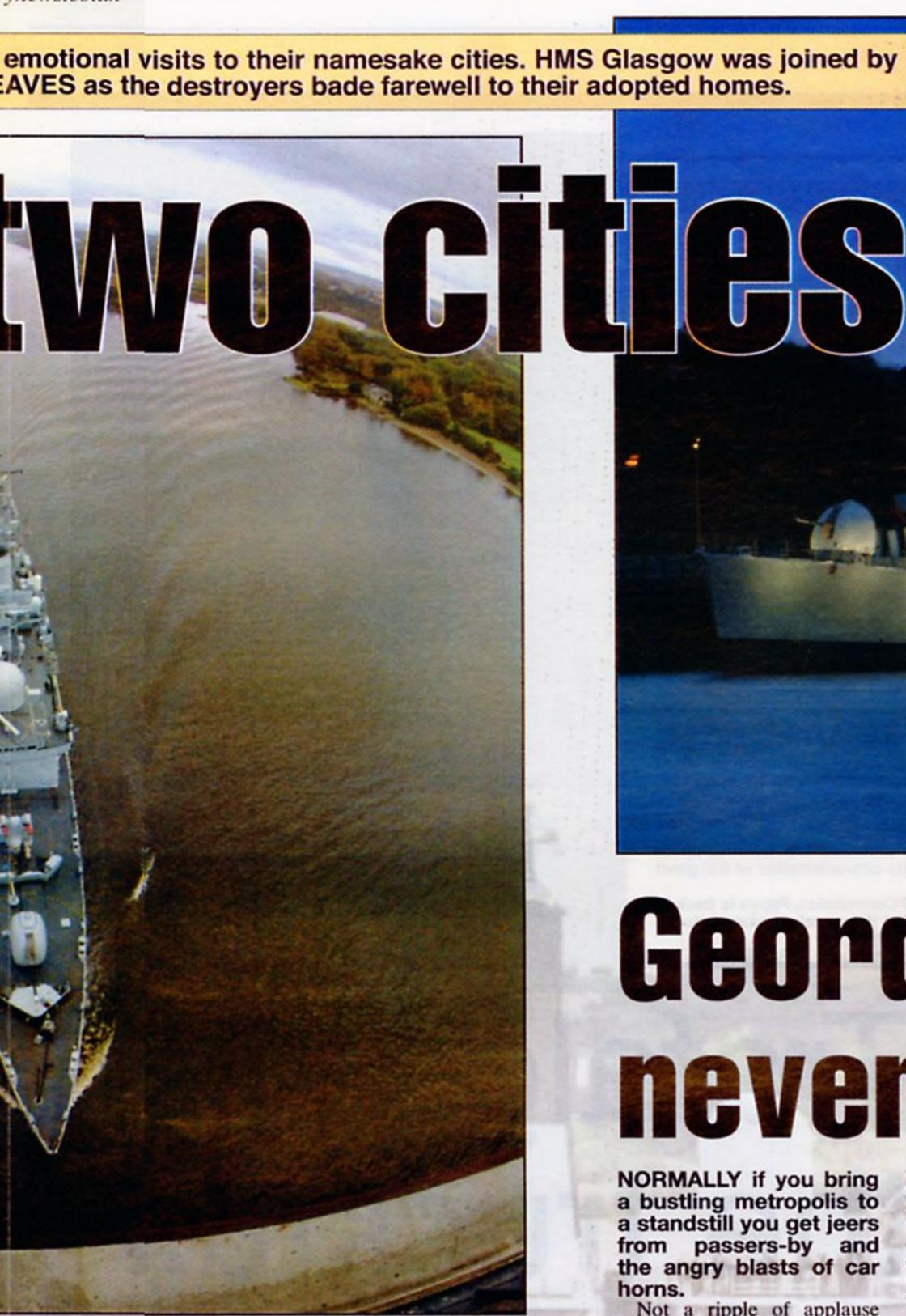
"The ship has supported us for 25 years," said Percy Hedley appeals director Des Bustard. "That's half our existence." Comments like that put a ship's importance into perspec-

Force for good? Yes, but not just in far-flung corners of the world. Force for good at home too.

And what better advert for recruitment in the region? To be sure, the RNR and RMR both have high-profile



Gently does it... A tug guides HMS Glasgow to her final berth on the Clyde



Glasgow departing the Clyde, as seen from the Erskine Bridge

### hat you need

establishments on Tyneside, but to city folk what matters is

having a ship bearing the name Newcastle.

There's nothing like parking 4,000 tons of warship slap bang in the middle of a city. (That's made all the more easy by the Tyne amd Clyde; it's a tad

more difficult to drive a ship into Coventry or Nlottingham) "Wherever the ship went she took our city's name with her.

She's our ship and it's great to see her herre," said Gerry Blackwell, once of the hundreds of people watching the final freedom parade.

Links with the past have also

been severed. Veterans from the previous Newcastle and Glasgow - both cruisers - werre regular visitors to the destroyers, and treated royally

as such. "For us, this is the end of an era," said Ray Yourng of the HMS Newcastle Associiation, whose doors are now open; to D87 veterans.

Ray sailed with other ships, but his heart belongs to the Geordie Gunboat which he served in the mid-50s.

"She alwayys was known as a happy ship aind she was always the pride of !Newcastle," said Mr Young, who lives in nearby Washington.

"The worst part now is not knowing whern there will be a ninth ship to bear the name."

■ Ship affiliattions request, p30



 Cdr Jeremy Blunden and Lord Mayor of Newcastle Cllr George Douglas take the salute

never be forgotten NORMALLY if you bring a bustling metropolis to a standstill you get jeers from passers-by and

horns. Not a ripple of applause passing along thousands of people Mexican Wave-fash-

the angry blasts of car

10n... But then it's not every day that sailors strut down your main

street. Shoppers, office workers, bus and taxi drivers, children - they all

stopped to pay their respects as the sailors' boots clattered on the cobblestones for the final time.

This was the last opportunity for the 230 men and women of HMS Newcastle to parade through the streets of their namesake city, swords drawn, bayonets fixed.

Officially, the ship is decommissioned in the new year; symbolical-

ly, her career ended with highthis profile visit to her birthplace.

For

the days, Geordie Gunboat revelled in the spotlight. Turn on the TV and there was HMS Newcastle. And in the newspapers. And on people's

from ips, drivers, taxi to pub owners and the who men built her.

It was on the Tyne at Swan Hunter's yard that Newcastle entered the world 1973.

Some who built her returned to watch sailors parade through the streets for the last time, others to view the de-

Geordie Gunboat Will

stroyer berthed at Spiller's Wharf on the north bank of the Tyne - Newcastle couldn't get as close to the city centre as she once could (not, as it happens, a sign of middle-age spread, but Gateshead Millennium bridge now barring the way upstream).

"She was sent off in style," said Peter Booth, who three decades ago built the ship.

"But it is sad - you kind of feel part of it."

He was one of hundreds of Newcastle folk who watched the crew march through the streets on a bitingly cold early autumn day.

The ship's company formed up in front of Newcastle's civic centre, a monument to the concrete-mad architects of the 1960s and 1970s, as Lord Mayor Cllr George Douglas inspected the Senior Servicemen for the last time.

"You are returning home to Newcastle," he told them. "You have always been the pride of our city. You will not be forgotten. "People have come to see you

"Newcastle has been a wonderful ambassador for her adopted city, the Royal Navy and the whole coun-

out of a love for your ship.

There is something about Newcastle; few, if any ships, have a stronger bond with their adopted cities ('Shiny Sheff' and Sheffield is about the closest comparison).

Which made the act of breaking that bond - returning the Freedom Scroll - all the more poignant.

For the past 26 years, the scroll has hung in the cabin of the commanding officer.

Now it was the sad duty of Newcastle's final CO, Cdr Jeremy Blunden, to return the document to the mayor - another symbolic gesture signifying the ship's end of service.

It will hang, given pride of place, in the city's civic centre.

It is in good company. Nelson Mandela, former US President Jimmy Carter, Newcastle United football team, and England Rugby-Union star Jonny Wilkinson are all

honorary freemen among others.

There was at least one member of the ship's company glad the Freedom Scroll has been returned. It was WO George Boardman's onerous duty to carry the document - protected by a large glass frame - through the streets.

"When he finished, his arms were six inches longer," one shipmate commented.

There was more to the ship's final visit home than formal ceremonies (she also hosted First Sea Lord Admiral Sir Alan West and

local movers and shakers). Sailors were given a tour of St James' Park - the football side "In rig?"

Moon river: A poignant night-time shot of HMS Newcastle,

floodlit for her final visit to Tyneside

"Too right. We're guaranteed free drinks.

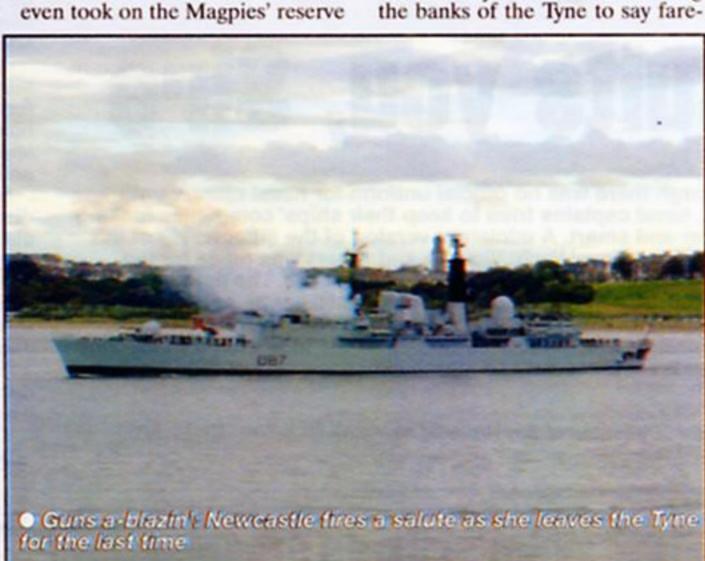
For all the hospitality, for all the pageantry, for all the ceremonies and fun, this was a visit with sad undertones for sailors and citizens

'The end of an era' seemed to be

the phrase on most people's lips. "People were asking us: 'Why are they getting rid of this ship? She's a great ship," said marine

engineer Lt Andy Leivers. She is, but her day has sadly gone. After a brief spell of navigational training this month, the Geordie Gunboat begins her wind down.

That is for the future. For now, the memory of well-wishers lining the banks of the Tyne to say fare-



side (don't ask about the score) - returned their mascot to a local school (see page 10) took part in the Great North Run, enjoyed a fly-past by the Red Arrows, appeared on TV show Ready, Steady, Cook, said farewell to the charity they have supported for 25 years (see page 8).

Oh, and there was the odd run

ashore. Throughout the RN, Newcastle is legendary for its hospitality.

"Off into town tonight?" one sailor was overheard.

"Yep."

well to the ship are still fresh in the minds of the ship's company.

"It's been a fabulous experience, tinged with a certain amount

of sadness," said Cdr Blunden. "Newcastle saw its ship for the final time. Let us hope there will be a new ship affiliated with the

city before too long." It's a wish borne by the city as

well. "We are waiting for the day that we can have a ship to call our own

again," said Cllr Douglas. On this evidence, that day should be sooner rather than later.



### At Your Leisure



### Suits you, Sire

Although there was no official uniform for naval ratings until 1857, naval captains tried to keep their ships' companies looking similar and smart. A miniature version of the summer rig of the crew of the Royal Yacht Victoria and Albert was made for the future Edward VII when he was five years old. The painting of the young Prince in his sailor suit by Winterhalter helped popularise this form of dress for children. The frock has watch stripes on both arms - they should be on one or the other, but it is thought the maker did not want to offend either the port or the starboard watch.

- From Treasures of the National Maritime Museum (NMM £25)

# Pepys couldn't kick the habit

SAMUEL Pepys' great personal diary ended in 1669 when he feared he was going blind. Although he never kept a comparable record again, he did resume the diary habit at various key moments in his distinguished career.

These later writings have not been collected in print before, but now three are published for the first time from manuscripts in Pepys's Library at Magdalene College, Cambridge.

The set is completed with versions of two journals previously printed by the Navy Records Society and newly edited for a wider audience.

Pepys Later Diaries (Sutton £20), edited by C. S. Knighton, begins where the main 1660-69 diary left off, with Pepys as the rising man in the Royal Navy's bureaucracy. The Brooke House Journal shows him defending his department at a parliamentary enquiry after the Second Dutch War. Pepys exchanges banter with Charles II, and argues his opponents into the ground.

The next two diaries reflect Pepys's troubles during the Popish Plot. The King's Bench Journal is a relatively formal record of Pepys's attempts to have his case brought to trial. At the same time he was negotiating privately with his accusers, as chronicled in Proceedings with James and Harris. Even here Pepys mixes serious business with his enthusiasms for food and drink, theatre and female company.

In the Tangier Journal, which recounts the winding-up of England's first African colony, the characteristics of the great Diary are most fully revived.

Finally, in the Diary of a Special Commission, Pepys is back at the Admiralty giving the fleet and the naval administration a much-needed makeover.

HERE is a real dan-

ger of information overload with the forthcoming 200th anniversary of Traf-

algar, to judge by the steady stream of books already flowing through the shops - by

October 21, 2005 there may be

There is not much new to say, certainly, in Roy Adkins' Trafalgar: The Biography of a Battle (Little Brown £20) but, for newcomers to the story, if any there be, it is at least a clear and

little left to say.

accessible account.

in recent years

abled.

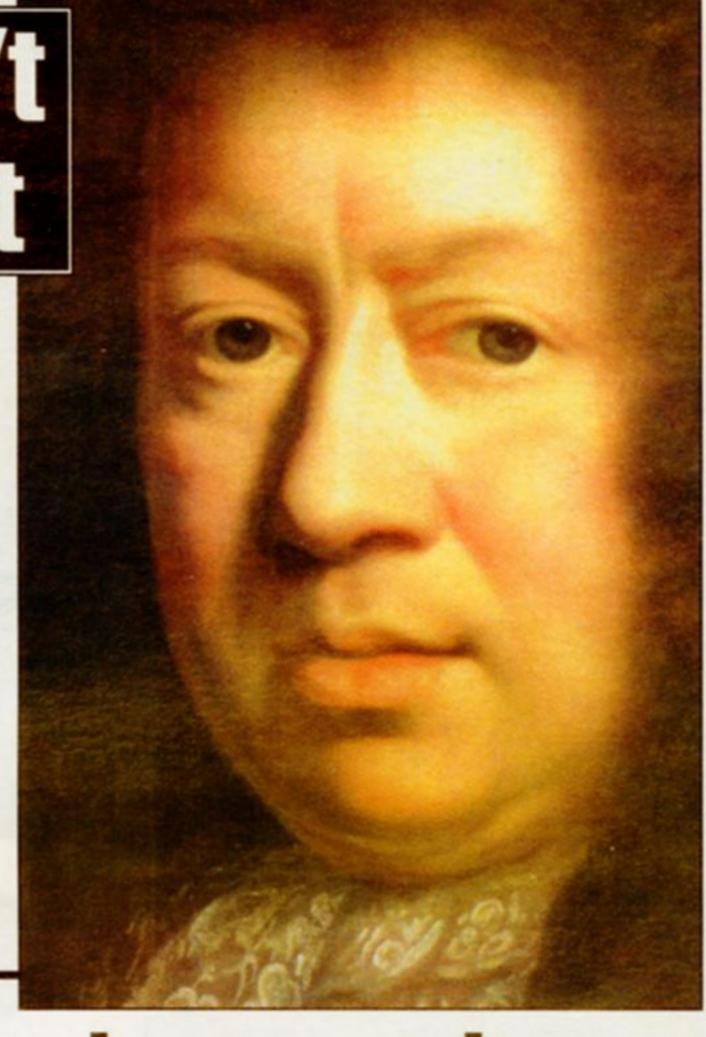
and raged for seven days.

no British ships were lost.

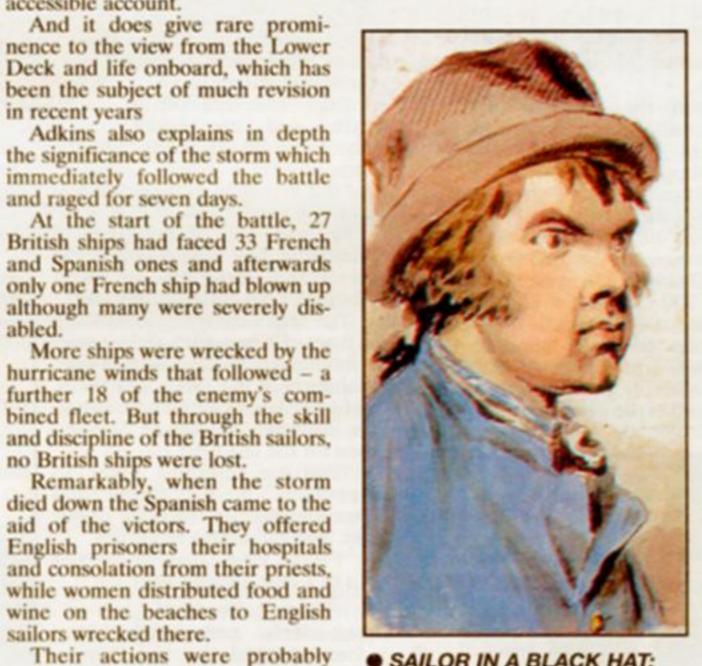
sailors wrecked there.

due, Adkins says, in part to the

widespread feeling in southern



# Trafalgar by the truckfull



 SAILOR IN A BLACK HAT: sketch by James Gillray on a visit to Spithead

Spain that they had been forced into the war by Napoleon's threats and that they held similar views of the French to those of the British.

Dramatic personal accounts also inform Tim Clayton and Phil Craig's Trafalgar: the men, the battle, the storm (Hodder & Stoughton £20), some of it drawn from previously untapped archives in France and Spain.

The bestselling authors of Finest Hour, their account of the Battle of Britain, give weight to the courageous behaviour of Nelson's defeated enemies.

hese include Jean-Jacques Lucas, captain of Redoutable, from which came the musket shot that killed Nelson and which actually came close to capturing his flagship HMS Victory.

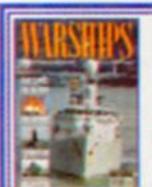
(Redoutable's soldiers and sailorts were getting much the better of the general firefight and a quarter of an hour after Nelson fell had almost cleared Victory's decks. Lucas's men were about to board when HMS Temeraire, out of con-

trol, crashed into Redoutable's bow and fired a full broadside of grape and canister into them. Almost 200 men were killed or wounded and in this one decisive moment Temeraire turned Redoutable from a ship about to fight for a prize to one now fighting for her life. She should have suurrendered immediately, but she kept fighting).

Then we have Louis Infernet, captain of the Intrepide, who led a 'death or glory' charge to save his admiral when all was clearly lost.

And Commodore Dionisio Alcala Galiano, captain of Bahama, an enlightened Spanish explorer who threw his ship into the thick of the action and sacrificed himself, even though - like many Spaniards, as we have seen he had serious misgivings about the cause for which he fought.

A cannon ball took off the top half of his skull. A few minutes earlier Spain's other foremost mariner, Cosme de Churruca, died after his leg was half ripped off.



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### Dead funny, this book

When it comes to recording the deeds of the RN's more distinguished people after they have 'crossed the bar' Navy News simply doesn't have the space to do them full justice.

The Daily Telegraph does, though, often devoting many column inches to sometimes fairly obscure personalities of all ranks.

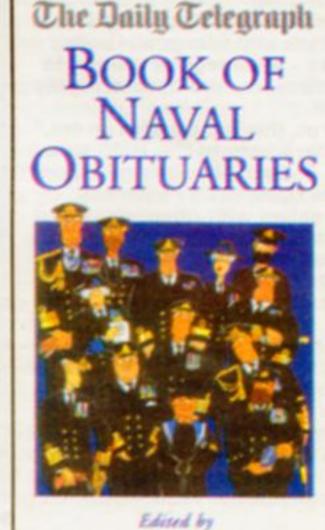
The DT's new Book of Naval Obituaries (Grub Street £17.99) edited by David Twiston Davies offers quite a few cases in point.

It contains over 100 potted biographies published over the past 18 years. Alongside the likes of such heroes as Atlantic convoy commander Peter Gretton, cockleshell hero Bill Sparks and the submariner Godfrey Place, VC, we have a number who made their mark in distinctly unconventional ways.

Ginger Le Breton took part in the Invergordon Mutiny of 1931, yet survived to be commissioned; Richard Trowbridge rose from boy seaman to Captain of HMY Britannia; Dicky Courage was the Navy's ebullient champion jockey; and Ninian Scott-Elliott served on the China station and was sunk at Tobruk before retiring with his bagpipes to run a plantation on a tropical island.

Written with wit, humour and insight, here are tales of the derring-do, skilled seamanship and steady judgement which characterise the Senior Service.

And his many friends and contacts in the submarine fraternity will be pleased to find included Signalman Gus Britton, for long the RN Submarine Service's leading archivist - whose services obituarists, researchers and authors the world over had cause to appreciate.



DAVID TWISTON DAVIES

### At Your Leisure





URING the Crimean War most ships of the line were still wooden and without engines.

But they were towed into action by steamboats, as at the bombardment of the Russian naval base at Sevastopol, 150 years ago last month.

Although such attacks on shore fortifications were surprisingly successful, they revealed the weakness of the wooden ship and increased interest in armour protection. A large fleet of nearly 250 British gunboats was built for inshore operations, all steam-pow-

Mines were also used for the first time in what became the first modern naval war.

The remarkable image here by the pioneering English photographer Roger Fenton is of British ships at Balaclava Bay on the Ukraine's Black Sea coast in 1855 and shows the wooden-hulled warships still in use at that time.

It is taken from Brian Lavery's magnificent new study of our maritime past and present, Ship (Dorling Kindersley in association with the National Maritime Museum £25) - a bargain Christmas present book if ever there was one.

☐ This month sees the anniversary of the Battle of Inkermann, for which seven Naval VCs were awarded. Among them was Cpl John Prettyjohn RMLI who, having been cut off with his party by a strong Russian column and havinmg run out of ammunition, drove off the Russians by heaving stones down the hill at them . . . Seamen Thomas Reeves, James Gorman and Mark Scholefield repulsed a Russian attack at Inkerman, exposing themselves to heavy fire.

## Not many people know this, but . . .

EVER wonder about the origin of the expression 'Don't spoil the ship for a ha'p'orth of tar?'

Apparently it is a misquotation. It should be 'spoil the sheep for a ha'p orth of tar. and refers to the practice of applying bitumen or tar to a sheep's feet to prevent it contracting disease.

How about 'money for old rope'? In the days of sail it was customary for ships to sell old and redundant ropes to shoreside traders and traditionally this money was shared amongst the crew. Since it was a bonus and something they did not have to work for, it became the term for easy

These are among over 200 well-known phrases contained in Bill Beavis and Richard McCloskey's Salty Dog: The Nautical Origins of Everyday Expressions (Adlard Coles Nautical £7.99) of which 'I'm Alright Jack' is billed as 'the ultimate in self-consideration'.

In complete form the expression is 'Blow you, Jack, I'm inboard" and comes from the standard joke that the first liberty man to climb the ship's side from the boat pulls the rope ladder up behind him.

### From one ex-mariner to another

READERS of Edward T. Wilkins' imaginative narrative With a Flower Upon the Ocean (Countywise £7.50) will quickly realise that it holds a definite core of truth.

The Duke of Edinburgh did, for one - he sent the author a cheque requesting a copy, which he duly inscribed to 'The former Commanding Officer of HM Frigate Magpie from one exmariner to another'.

Edward says he is a 'scouser' by adoption, having lived in Liverpool since arriving 60 years ago on convoy duties.

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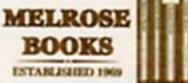
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### Get prepared for new form of open government

THE Freedom of Information (FOI) Act comes into force on New Year's Day, requiring government and public bodies to be as open as possible about the way they do their business.

With this deadline looming, the Freedom of Information 'cell' at Fleet HQ in Portsmouth is looking to raise awareness of the subject, and how it will affect personnel in the Royal Navy.

Questions could be received from members of the public on any topic, and the Cell must respond within 20 working days with either the requested information or an explanation of why it has not been provided.

However, this is a law with real teeth and anyone in the service found to have deliberately withheld or deleted information in order to prevent disclosure will be committing a criminal offence.

Although certain classes of information (such as Special Forces) will be exempt from the Act other traditional 'no-go areas', including Britain's nuclear deterrent, will not be a closed book; a senior officer will have to decide whether to withhold information is in the public interest.

The Act does not recognize markings such as 'Secret', 'Top Secret' and 'Management'; it will be for the releasing officer to justify why specific details are held back.

"The essence of this new law is to change the starting point for

answering questions from 'is there a good reason to answer it' to 'is there a good reason not to', and that is the message we are trying to pass out," explained Lt Cdr Jon Ford, of the FOI 'cell' at Fleet Headquarters.

"Every time we don't give out information it has to be personally approved by an officer of commodore or equivalent rank."

It's fair to say that no one really knows how the public will react January 1 might be the start of open season, with a barrage of questions coming into the RN, or it might be a complete damp squib.

For the majority of RN personnel, Lt Cdr Ford says they should be aware of the Act, but not worry about it.

"Ninety-nine point nine per cent of the time this is not going to affect the ordinary sailor or Marine. But if they get a request and fail to pass it on, then they may well be in hot water," he added.

"The Act also gives sailors powers - the chance to ask questions. In New Zealand, a large proportion of enquiries have come from people who work for the government or the forces."

Some of questions most likely to be asked have already been answered via an MOD FOI website www.foi.mod.uk, which has been in place for some time. Many people searching for MoD information already visit this, a large proportion downloading the UFO files which have been scanned in and published there.

More details on the Act's implications for serving personnel are available from the FOI team on 023 9262 5081.

SEASONAL SPECIAL OFFER

FOR A ELIVITED RERIOD



### NoticeBoard

Cdr Stephen J. Dodgson. Submarine Weapon Engineering Officer. Joined Royal Navy in 1971 as Fisgard as an artificer apprentice, served in submarines Revenge, Resolution before being selected for officer training in 1982. Served as officer in submarines Renown, Repulse, also on staff of CSSE, FOSM and Fleet, and worked in Washington, USA, with the introduction into service of UK TLAM (Tomahawk). Promoted to Commander in 1999. Final appointment as Officer in Charge of Nuclear Operations and Targeting Centre. September 27.

Marine Johannes R. Voges. Commando Logistic Regiment Royal Marines. Joined RMs in 2001, finished training that year, went on to do Vehicle Mechanics Course at Bordon, then to Cdo Logistics Regiment, with whom he served during Operation Telic. Prior to that in the South African Defence Corps in Paratroopers. September 29.

Lt Emma Douglas. Joined the Navy in 2000 and trained at Britannia Royal Naval College. Served as Assistant Marine Engineer Officer in HMS Ark Royal from September 2002 during Operation Telic, then Deputy MEO in HMS Cornwall in May 2003. Royal Navy Amateur Fencing Association. Aged 29. October 3.

Lt-Gen Sir John Richards. Commandant General Royal Marines 1977-81 - the only one to have served in the ranks as a marine, and the youngest RM officer to reach the rank of lieutenant-general. Commissioned top of his class as 2nd Lt in 1946; troop commander and intelligence officer for 45 Cdo in 1950 during Malayan emergency; led RM detachment in flagship of Med Fleet Birmingham until 1956; commanded 42 and 45 Cdo; took part in operations in Cyprus, Aden and Northern Ireland; served in Fearless and Albion; Chief of Staff of the British Defence Staff in Washington in 1972 and member of UN Military Staff Committee; from 1975 brigadier commanding 3rd Cdo Brigade; and selected as Commandant General RM, spending one day as a major general; left service in 1981 to be appointed Marshal of the Diplomatic Corps 1982-92; extra equerry to the Queen in 1992 and Representative Colonel Commandant from 1989-90; appointed KCB 1980 and KCVO 1990. In his youth represented RN and RM in athletics and rugby. Aged 77. October 5.

Capt Arthur Checksfield. Known and respected throughout the Minewarfare & Clearance Diving (MCD) branch as 'Big Arthur'. First Clearance Diving officer to reach rank of Captain RN. Served in: Vanguard, Dryad, Theseus, Vernon (Head of Diving Training, then Superintendent of Diving), Tamar (Fleet CDO), Terror, Reclaim, Relentless, Yarnton (CO), Eskimo, Whirlwind (CO), Fearless, Scylla (Capt F), COS to FOSNI, and COS to ACR. Retired in 1980. Minewarfare & Clearance Diving Officers' Association. Aged 77. August 2.

Leslie John Wickson. AB. Newfoundland Association. July 18. Peter Anderson. PO. 808 Squadron. Served in HMS Khedive and others. Aged

Rachel Innes (neé Sudweeks). Served at Southampton ('Squid') and Whale Island. John French, AB. HMS Belfast Association, served in ship 1942-43. August

Reginald 'Jan' Kitchen. Served in Royal Marines for 7 years, then 30-year career in Fire Service, September 3.

Ron Poole. HMS Cossack Association. Tribal class, Cossack LO3 at Altmark rescue of 299 prisoners, and at the sinking of the Bismarck, also survivor of Cossack when sunk.

C.E. 'Ted' Forder. HMS Cossack Association. At landing in Salerno in HML Craft, also served in Cossack D57

Maureen McCrindle (neé Chatfield). Wren. Served 1962-64 in Dauntless, Pembroke, Sanderling and Ariel. Aged 66, August 18.

Richard Stevens. Ch. Elect. Ships include Royal Arthur, Mars, Collingwood, Corunna, Forth and Gambia. Aged 73. John B. Smith. Algerines Association,

served in Harrier (Halycon). February. William R. 'Bill' Jones. Algerines Association, served in Hound. August 4. Michael H. Long-Innes. Algerines

Association, served in Michael, Seagull and Harrier, August 11, Edward 'Darby' Allen. Algerines

Association, served in Orcadia. August 27. Frank Pamphlett. Algerines Association, served in Cadmus. September 14.

Cliff Bygate. Algerines Association, served in Moon, Thisbe and Albacore. September 21.

George Wickham. Algerines Association, served in Rinaldo, October 6. Ramon Ellis. Sick Berth Attendant. Served in HMS Carysfort during World War

II. Sixth Destroyer Flotilla Association (1944-46). Aged 78. August 26. Roy Grant. PO QAI. Served 1949-70. Ships included Solebay, Cygnet, Delight, Roebuck, Loch Fada, Diamond and Arethusa.

Loch Fada Association, August 22. R.J. 'Ralph' Brown. AB TD3. Submariners Association, Leicestershire. Submarine service 1942-49 in H44, Tribune, Sybil, Sickle, FNL La Curie, Unswerving,

Truant, Ultimatum, Subtle. Aged 79. Lt Cdr M. 'Mike' Champney. Submariners Association, Dolphin. Submarine service 1954-72 in Artemis, Trespasser, Sentinel, Andrew, Aurochs, Alaric (CO) and Orpheus (CO). Aged 71.

Cdr P.G. 'Pat' Fortescue. Ex EA. Submariners Association, Bath. Submarine service 1950-72 in Turpin, Tireless and Taciturn, Aged 82.

L. 'Larry' Gaines. Leading Stoker. Submariners Association, Scotland NE and Scottish. Submarines served in L27, H43, Clyde, Vandal, Venturer and Ambush. A. 'Alan' Graham. Leading Seaman.

Submariners Association, Essex. Submarines served in Resolution. Aged 58. W. 'Willy' Ord. Leading Cook. Submariners Association, Plymouth.

Submarine service 1972-84 in Swiftsure and Superb. Aged 59. W.W.L. 'Bill' Saunders. AB AS/RAD MID). Submariners Association, Dolphin. Submarine service 1944-46 in Vampire,

Vigorous and Tactician. Aged 80.

E. 'Tom' Sayer. CPO Coxn. Submariners Association, Colchester. Submarine service 1940-45 in Porpoise, Tuna and Scotsman.

Maxwell Townsend, LS BA, HMS Belfast Association, served in ship 1961-62. July 2. Reg 'Taffy' Redman. Wireman 1943-45. HMS Duke of York Association, committee

member. Aged 78. September 17. Doug Annis. Petty Officer (Diver). Veteran of the Battle of the River Plate. HMS Ajax and HMS Ganges Assocations. Aged 84. October 1.

Joseph 'Joe' Sanderson. TO2. Served from 1957-64 in Ganges, Whitby, Mercury, Bermuda, Hermes, Lion, Ark Royal, Terror and Victorious. HMS Ganges Association.

Bill 'Danny' Kaye. POMEM. Served 1954-78. Ships include Undine, Newcastle, Saintes, Wakeful, St Angelo (Malta), Tenby, Hecate, Albion, Llandaff and Wolverton (Hong Kong). Aged 69. October 3.

Cdr Eric Bradshaw. HMS Ceylon Association, vice-president. Served in ship 1950-52 in Korean waters. October 1.

Thomas 'Steve' Race. CH(Me). Served from 1949-71 in ships Anzio,

Brocklesby, Caprice, Cheviot, Chevron, Cochrane, Devonshire (first commission), Duncansby Head, Forth, Mariner, Mohawk Orwell, Paladin, Reclaim and Tiger (first commission), and ashore in Cochrane,

St Angelo, Aged 73.

Dave Willows, POPT, Joined RN in 1974, and as PTI from 1978-97. Served in Caledonia, Daedalus, Drake, AMC Bavaria, JMTC Norway, Beaver, Amazon,

and Ambuscade among others. Aged 46.

Lochinvar, Pembroke, Sultan, Phoenicia and

September 26. H. McCallum, LST & Landing Craft Association, served on board LCT 1132. August 13.

B.S.B. Lingwood. LST & Landing Craft Association, served on board LCG(L), LC(I)s and LCTs. August 16.

K. McIntosh. LST & Landing Craft Association, served on board LCT 7050 and

LCT 7085. August 27. Mrs R.M. Innes. LST & Landing Craft Association, served on board HMS Squid.

September 11. Ron Smith. LST & Landing Craft Association, served on board LCG(L)

Frank Davis. CPO. Served in Boxer, Excellent, Phoenix, Warrior, St Brides Bay,

RNB Portsmouth, Indomitable, Ramillies, Pakenham and Sphinx. HMS Bruce Association. Aged 82. October 5. Malcolm Morrison, ERA, HMS Loch

Fada Association, June 17, Rex Rowlett, HMS Consort Association,

served in ship 1954-55. Aged 72 Percy Thompson. AB. HMS Dorsetshire

Association, survivor of loss of ship in April 1942. Served in various ships from 1939-53. Aged 81. October 6. Irwin Smith. HMS Morecambe Bay

Association, treasurer. September 25. Noel 'Paddy' Campbell. Aircraft Handlers Association, October 3.

ASSOCIATION OF RN OFFICERS

#### Capt M.M. Barnett. Served: Wave,

Harrier, Sea Eagle, Terror, Saker, Excellent, Dryad and Nelson. Lt Cdr N.W.E. Bowen. Served: Assegai.

Nile, Dido, Illustrious, President, Ranpura and Ausonia. Capt F.A. Collins. Served: Gambia,

Alamein, Jewel, Aberford, Diamond, Keppel, President, Fearless, Tamar and Excellent. Capt M.C. Creagh-Osborne. Served: Despatch, Suffolk, President, Lochinvar,

Nelson and Excellent. Cdr P.G. Fortescue. Ariel, Forth, Taciturn, Victorious, President, Eagle, Dolphin and

Lt Cdr N.H.R. Lauchlan. Served: Condor, Falcon, Daedalus, Siskin and Seahawk. The Venerable Prior. Served: Howe, Ganges, Fisgard, Superb, Caledonia and

Lt Cdr C.D.M. Ridley. Served: Flamingo, Grenville, Ulster, Ganges, Afrikander, Mercury

#### **ROYAL NAVAL ASSOCIATION**

Harold Clark. Redcar. Officers Steward Ships include Willowherb, Eland, Klyne Bay. Aged 79. September 10.

Frank 'Chick' Manning. Huntingdon. Served 1942-46 on Ganges, Combined Operations (Anzio landings), Zenith and Ocean. Aged 80. September 13. Geoffrey Smith. Halifax, associate. Ex

Army ACC, Aged 73, Reg Shickle, Woking, associate. August

Frank Agoro. South Liverpool, president. Served in destroyers during WWII, and post war in the Merchant Navy. Aged 79. September 10.

Gordon G. Teasdale. Calne and district Lt RM. Served 1942-45 in LCF14, LCF10, and German Hospital Ship Feiberg in

command. Aged 81. September 9. Constance Peggy Pickett. Leicester, associate. Served in WWII in the Auxiliary Fire Service as Leading Firewoman. Aged

Norman Hine. St Helens. Served as Signalman on Landing Craft during D-Day.

Ken Stones. Burnley and Pendle. PO. Margaret 'Greta' O'Brien. Northwich, associate. September 24.

Frederick George Bullivant DSM. Peterborough and district. Aged 84. August

Derek Watt. Bishop's Stortford, chairman. SBA at RNH Gillingham. September 18.

Bernard 'Bunny' Scott. Margate, past chairman. AB. Ships include Cassandra (Russian convoys) and Manxman. Aged 78. September 25.

Ernie Johnston. Hereford, life vice president and a founding member. Served in Implacable at the end of hostilities and Kestrel.

'CJ' Brown. Woking. Served in Tribal class destroyers, Asdic rating, joined RN in

1938. September 13. Lt W.T.J. 'John' Beardmore RNVR. Kingston upon Thames and HQ Roll. Served 1940-46. Ships include Victory,

King Alfred, Veronica and Poppy. Aged 84 September 14. Bill Allen. Carlisle and district. Served as

AB in HMS Howe, battleship in British Pacific Fleet in WWII. Aged 78. September 30. Bob Payne. Stourbridge and district, 'Father' of the mess. Served most of WWII in

Illustrious. Aged 91. September 6. Norma Gelling. Peel, Isle of Man founder

Frederick Charles Watson. Swindon. Served in the Patrol Service from 1943-46, earning 1939-45 Star, Pacific Star, France and Germany Star, RN Patrol Service Minesweeping medal and 1939-45 War Medal. Served in Assegai, Mayina, Highflyer and Pembroke II. Aged 78. September 15.

#### **Appointments**

Cdre G.M. Zambellas to become Commander Amphibious Task Group on January 11, 2005 Capt I. Turner to become Hydrographer

of the Navy on January 22, 2005. Lt Cdr A.J.W. Rae to be granted higher

rank of Acting Commander and as CO of 801 Squadron on October 15, 2004 Cdr K.W.L. Keble to be granted higher

rank of Acting Captain and become Commanding Officer Naval Party Iraq on December 28, 2004.

### Sports lottery

September 18: £5,000 - LOM A. Brown. Westminster; £1,500 - Lt Cdr S. Bignell Northwood; £500 - Lt Cdr P. Beacham,

September 25: £5,000 - WEA(APP) J. Paxton, Collingwood; £1,500 - CH1 D. Tyrrell, Iron Duke; £500 - Capt J. Kelly, Fleet HQ RM.

October 2: £5,000 - Lt D. Chawira, JSSC; £1,500 - Lt C. Murphy, RNAS Culdrose; £500 - CPO D. Measey, Campbeltown.

October 9: £5,000 - LOM P. Davies Collingwood; £1,500 - CPOMEM K. Fisher, Newcastle; £500 - PO(C) P. Bramley, St

#### Swap drafts

LAEM(M) David Stevenson, Contact: Culdrose 7566. Draft: HMS Ocean, AED, June 05. Will swap for: any Culdrose Merlin draft, preferably front line. OM(C)1 L. Quail. Contact: 07746 451659.

Draft: HMS Invincible, Topmast, current. Will swap for: any Portsmouth-based ship, preferably HMS York. LOM R.J. McColl. Contact: 07900

313011. Draft: HMS Montrose, current. Qualifications: PSC. Will swap for: any Portsmouth-based Type 23 frigate.

SA1 Tomlinson, Contact: Portsmouth 26477. Draft: HMS Nelson, current. Will swap for: Faslane.

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same king of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on a Form C240. Forms for ratings within a Squad should be sent to their Waterfront Manning Office; forms for all others should be sent to NDD, Centurion Building.

Entries for next month's Noticeboard must be received before November 12

### THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the November headlines of past decades...

#### 40 years ago

The Navy changed its address... Yes, it was 40 years ago when the British Forces Post Office - or rather BFPO - started to appear on envelopes addressed to those in the Naval service, although rather than the individual ship numbers now employed the collective address in those days was BFPO Ships.

#### 30 years ago

Ocean survey ship HMS Hydra hosted a royal visitor during the celebrations on the island of Fiji to mark 100 years since cession to the British Crown. Prince Charles, himself a lieutenant in the Navy at the time, was representing the Queen at the centenary celebrations for the island, which had remained a colony until gaining independence within the Commonwealth in 1970.

#### 20 years ago

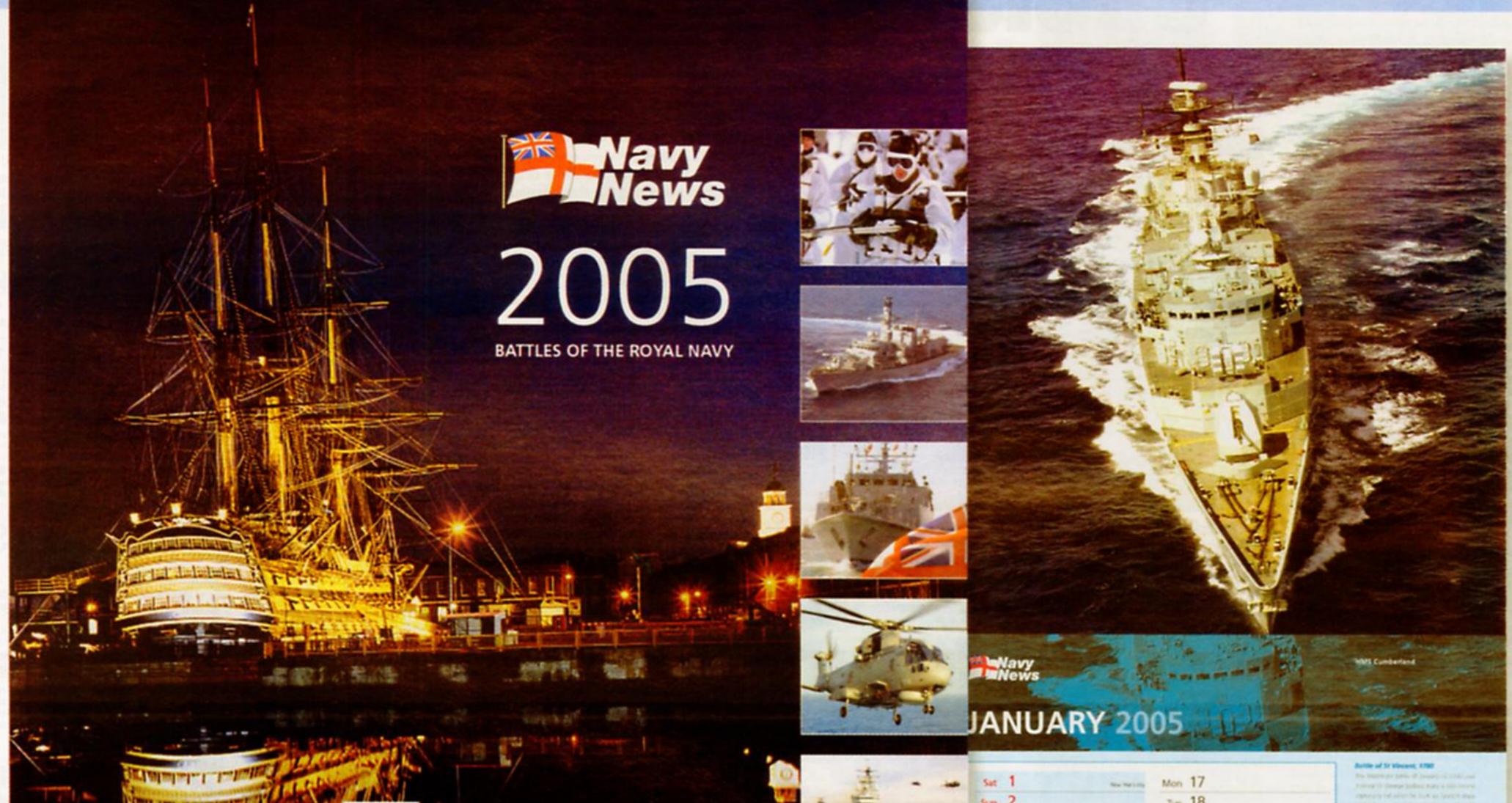
Type 42 destroyer HMS Newcastle, the Geordie gunboat, paid a visit to her namesake city on the Tyne. The Geordie people's welcome was as warm as ever for their affiliated warship. Now 20 years on, HMS Newcastle has paid her final call to the northeast before bowing out of service at the end of this year.





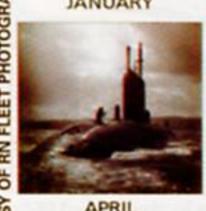


# Tsattles of the Royal Navy





JANUARY



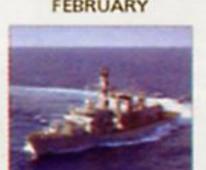


JULY





**FEBRUARY** 



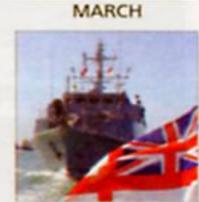


**AUGUST** 

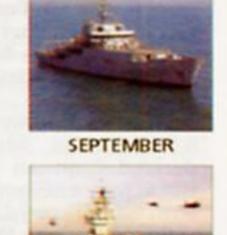


NOVEMBER





JUNE



DECEMBER

In order to commemorate the bicentenary of The Battle of Trafalgar, the theme for the 2005 calendar is Battles of the Royal Navy, featuring 12 battles from the 18th to the 20th centuries and the ships and units involved.

Tastefully designed, and finished with high grade gloss cover and matt coated inner pages, this popular format is practical, informative and modern. For this year the Navy News calendar features a new, easy to use, 'Day Planner' format.





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### Royal Naval Association

### Inland lifeboat is feted

WHEN two bright sparks played an April Fool's joke on the villagers of Threshfield in Yorkshire, it never crossed their minds what a money-spinner it would become - raising in excess of £1,800 for the RNLI.

The pranksters, Ian Patrick and Andrew Jackson, for a bit of a laugh, put a notice in Threshfield Park on April 1, 1996, informing all concerned that the park was to be the site of a new lifeboat station.

Considering it is almost as far from the sea as it is possible to get, the strange thing is that money for the lifeboat began to roll in and in no time Threshfield Lifeboat Appeal took on a life of its own.

As time went by, some astonishing claims were voiced in the pubs of Grassington and Threshfield about the historic roots of the lifeboat and its role in a flood in 1904, when it saved the village from destruction.

As recounted in the local paper, the Craven Herald, the near-destruction of the village appears to have been the result of the collapse of a temporary dam on the tributary of the Wharfe, formed by dead sheep, fertiliser bags and bales of hay.

A surge of water scoured the main road into the village, and it was at that point that the Threshfield Lifeboat hove into view, piloted by 12-year-old cabin boy Ezekial Throop, who picked up his shipmates from the Old Hall Inn before touring the area to save life and livestock - including 16-year-old Emmeline Throstle, who had been waiting for a horse-drawn bus.

Strangely, there are no official records of this event, but the centenary was celebrated nonetheless.

The RNLI sent a replica lifeboat, which was moored close to the Old Hall Inn, and among the visitors were members of the Skipton and District branch and the original WI 'Calendar Girls' from Rylstone.

With stalls, music, teas and barbecues, and many other side attractions, it turned out to be a good day, said S/M Shirley Haig, secretary of the Skipton branch.

AS WE all prefer bouquets to brick-

bats, a thank-you to S/M F.N.

Jenkins, of Cardiff branch, for the

kind letter saying how much he

enjoys Navy News, which he has

been reading for more than 30 years.

It was also good to know that he

Naval Quirks

IMAGINE IF WE COULD

TRAVEL IN TIME ..

Service appreciated

department

# Riyadh branch is an oasis in the sands



 The Folkestone branch standard is carried at the Last Post ceremony at the Menin Gate in Ypres, Belgium, by S/M Gerry Allen (vice chairman; left) while S/M Tom Stallard (chairman) holds the HMS Glory Association standard. To the left, with the anchor wreath, is president S/M Les Harris. Also there that night were representatives of 4 Scottish Regiment - complete with piper members of the Dutch Air Force and two Belgian naval officers.

### **Invite to Londonderry**

THOSE who want to take part in the last formal Battle of the Atlantic commemoration should visit Londonderry in Northern Ireland over the weekend of May 6-8, 2005.

With plans near completion, the intention is to invite participating navies (including the German Navy) and - hopefully - to have a ship's visit.

The secretary of the Londonderry branch, S/M Frank Brown, said: "As

appreciates the assistance he receives

when he has been in search of infor-

mation concerning Naval matters,

either from the paper's own

resources or through the transferral

of the enquiry on to the appropriate

JELLICOE VITAL

ESCAPING GERMAN FLEET.

INFORMATION TO HELP

HIM CUT OFF THE

THEY WENT THISAWAY->

this is the 60th anniversary of the longest battle of the Second World War we feel that we should honour ALL those who gave their lives, whichever side they fought on."

The programme of events begins on May 6 with a buffet dance, and possibly a formal dinner, followed the next day by a wreath-laying ceremony on Lough Foyle, with a concert in the evening.

The parade and interdenominational service will take place on the Sunday.

For further information, contact S/M Brown on tel/fax 028 7129 1795 - Frank suggests shipmates intending to travel should inform him as soon as possible as accommodation could be in short supply.

#### **Branch mourns**

As former chairman of West Bromwich branch, S/M Ken Holloway mourns the loss of Capt Norman Jewell DSC, who took the salute at the commissioning of the new branch headquarters in 1972 and later returned for the 50th anniversary celebrations of the branch. Older members will regret the passing of this fine gentleman.

THEY may be more than 500 miles from the nearest oggin, but a branch of the RNA is thriving amidst the sands of Saudi Arabia.

The Riyadh branch was originally formed on the then British Aircraft Corporation compound of Al Romazan, and when that closed down several years ago they moved to new quarters on the Al Izdihar Complex.

Currently boasting some 70 members, the branch is populated by several ex-fishheads, WAFUs and booties, along with a smattering of ex-Crabs and civvies from all walks of life who, although they never served themselves, fully support the ideals of the Association.

Being so far from the sea means there is not much opportunity to carry out nautical activities, but the branch prides itself on its fund-raising, the proceeds of which are donated to various UK charities.

Among those currently supported are King George's Fund for Sailors (KGFS), BLESMA and the RNLI.

The clubhouse opens twice weekly when fund-raising activities take place, including functions, draws and "raising the old right arm."

Significant half-yearly donations are made to both KGFS and BLES-MA, boosted by fines for the non-

### Chair presented

WHEN S/M Ted Morgan was in hospital, members of Hinckley branch gave what support they could to his wife Beryl, presenting her with a wheelchair to help her get about.

Sadly, since the presentation, S/M Ted has died.

### **Battle ensign** returning

THE ROYAL British Legion Blandford branch are holding their annual service of remembrance in the church of St Peter and St Paul at 3pm on November 4.

The service will be conducted by the Rev Tim Storey, assisted by the Rev Alistaire Stewart-Sykes, chaplain of the Blandford RNA branch.

During the service the Battle Ensign of Hood Division, RN Division, refurbished by the Textile Conservationists of the University of Southampton, will be returned to the church for safekeeping.

The Hood Division trained at Blandford Camp in 1915, before departing for Gallipoli, where they served with distinction, and France.

### Card proves popular

Christmas card is, as predicted selling like the proverbial hot cakes.

HMS Cavalier on the front, postage and packing.

SNIPER. OR-

may need to go into a second print run. so orders should be in as soon as possible.

The cards cost £3.75 for a The card, which features pack of ten, which includes

### THE ASSOCIATION'S 2004

.. I COULD GO BACK TO LOR I COULD GO BACK OR I COULD GO 31st MAY 1916 AND GIVE TO 21st OCTOBER 1805 BACK TO THIS AND TELL NELSON TO MORNING AND PUT WATCH OUT FOR THAT MY THERMAL UNDER-WEAR ON BEFORE COMING OUT ..



### **Donations** plea started annual event

THE Soham branch 'pilgrimage' to Nelson's birthplace, Burnham Thorpe, for their annual service, has taken place.

The event originated in an appeal by a church warden at All Saints' Church, Vic Riches, who appealed to RNA branches for donations towards the restoration of the church, where Nelson's father was rector in the 18th century.

The response from the branches was good, but S/M Tim Riley, of Soham, suggested that the branch donation be handed over personally..

This was duly arranged, and S/M Tim thought an annual service close to Trafalgar Day would be a good idea.

The Norwich School choir -Nelson's old school – was invited, as were local branches of the Association, and the arrangement became annual.

In recognition of his efforts, Vic was made an honorary member of Soham branch, becoming S/M Vic, and although now retired, attended every service until this year. Sadly, S/M Tim died in early 2000.

### Ceremony honours overseas volunteers

HIGH Commissioners from the Indian sub-continent, Africa and the Caribbean will be laying wreaths at the Memorial Gates in London this month to remember the five million men and women from far-clung nations who volunteered to fight alongside British forces in two world wars.

wearing of badges and the like, and

donations are made to individual

lifeboat stations when members go

remain anonymous, recently won

around £2,300 in the Davy Jones'

Locker draw and donated almost

The branch has put a good deal of

effort into the planning of the 199th

anniversary of Trafalgar, and as Navy

News went to press there were

expected to be some mortal

headaches after the Immortal

Thursday, part of the weekend in

Saudi, so there will be some recovery

Riyadh contact secretary Terry Oak,

Villa 12, Al Izdihar 2, PO Box 1732,

Riyadh 11441, Saudi Arabia.

time before work on the Saturday.

Fortunately October 21 is a

For further information on RNA

Memory is honoured.

£500 each to the three charities.

One member, who wishes to

back to the UK.

These area provided almost ten per cent of the volunteers in World War I, and up to 30 per cent in World War II.

The Memorial Gates were built to honour these volunteers, including three million from India, 400,000 from Africa and 16,000 from the Caribbean.

The gates were inaugurated by the Queen in November 2002, and stand at the top of Constitution Hill.

They consist of four Portland stone columns, each topped by a brass urn.

The ceremony is on November 12, and anyone wishing to go and pay their respects should attend by 10.30am for an 11am start.

#### Padre retires

MEMBERS of Cheshunt branch said a reluctant farewell to their chaplain, the Rev Martin Banister, who is retiring after ten years loyal service.

As a token of their appreciation, he was presented with an inscribed barometer by the branch. Members hope Martin and his wife will enjoy many happy years in St Albans.

#### £50 PRIZE PUZZLE



The mystery ship in our September edition was the corvette HMS Leeds Castle, launched in 1943 and scrapped just five years later.

The winner was Mr K. Lown, of Margate in Kent, who wins our £50 prize.

This month's mystery ship is a submarine whose name, derived from an Old French word, was a common medieval term for a steward.

Can you name the boat, pic-

tured here in the early 1950s? The correct answer could win you £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw

Closing date for entries is December 10. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our January edition. The competition is not open to Navy News employees or their

		MYSTERY PICTURE 117												
Name		 								 				
Address	3	 												
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My ansv	ver:									 				

### Royal Naval Association



### No 5 Area turn out in strength at Norwich

IT HAS been a busy time for shipmates of No 5 Area, who turned out in strength for the 25th anniversary of the Norwich branch and the rededication of its standard in Norwich Cathedral.

The guests included Capt R.W. Moland RN, who took the salute at the march-past, the Lord Mayor of Norwich, accompanied by Lord Mayor's Consort Dr Allistair Pitty, S/M Geoff Mills, Area President, and S/M Doug Carter, National Council member.

At the parade through the city which followed, led by the band of the -Royal Hospital School Holbrook, Christine Dalzell (14) stood in for her grandfather when he fell ill - and carried his standard.

The anniversary celebration, enjoyed by all, included an excellent buffet and dance at St Andrew's Hall attended by the families of members.

The dedication of the Weeley standard was also well-attended, with at least 14 standards in the parade.

The service was conducted by branch chaplain the Rev David Newman in St Michael's Church, Thorpe le Soken, and more than 150 shipmates and guests enjoyed a buffet reception which followed, and took the chance to meet members of Head Office, who were guests for the occasion.

The Dagenham branch hosted a great social evening where members and guests turned out in the colourful clothes worn by the hippie generation of the 1960s, protesting against the Bomb and advocating Love rather than War.

The occasion was enjoyed also by members of Royston, Harlow and Clacton branches.

Branches throughout the area were represented at a service in Nelson's church, All Saints' at Burnham Thorpe in Norfolk, where the Norwich School Choir provided memorable music and singing.

The sermon was preached by the Rev Jonathan Charles, Rector of Burnham,

#### Llanelli HQ opened

SHIPMATES of No 7 Area and further afield will be cheered by the news that Llanelli branch headquarters and club have now officially opened.

They deserve every support for bucking the trend of branch and club closures due to declining member-

The late Area President, S/M Tom Davies, and his wife Joan would be pleased!



ONE OF the hidden strengths of the Association is the loyalty of its members, especially to those down in their luck, as members of the Harare branch in Zimbabwe have discovered.

The quality of this caring attitude was brought home to them recently, on being informed that various sums of money had been accredited to the Harare account with Headquarters, by RNA branches and individuals.

As a gesture of support, and a lifeline they were much in need of, it prompted a letter of appreciation from S/M Noreen Potter, the secretary of Harare branch, expressing the heartfelt gratitude of her fellow shipmates.

S/M Potter states that conditions in Zimbabwe are not getting any better.

With the country crippled by a worthless currency, the daily struggle is to find sufficient food and fuel to keep alive, the cost of which keeps ris-

Some members of the branch, she says, have given up the struggle and fled overseas.

Those who remain, while having to

do without the basic necessities, remain resolute in the belief, she says, that there is light at the end of the tunnel.

Even the small pleasure they got from their meetings in the "Moth Club", the branch venue, can no longer be taken for granted. The club was visited by "so-called

war veterans", who stole all they could, including flags and regalia. In this climate of fear and shortages

the support and generosity shown to the Harare branch by their fellow shipmates in the UK has meant a great deal.

On their behalf, S/M Potter thanks the Greenford branch for paying members' RNA subs for 2004, for the lapel badges, blazer and ties recently received, and for helping to send the Harare newsletter to members who have fled the country, saving postage.

The gratitude of members of the Harare branch is also extended to the Norton Fitzwarren branch for agreeing to pay their RNA subs for 2005, and to Gosport, and Spennymoor and Ferryhill branches, and S/M Tony Morris of Sidcup, for the various sums of money credited to the Harare account with Headquarters.

Support has also arrived in the shape of S/M John Shepherd, of New South Wales in Australia, who sends regular donations, literature and photographs, among which was a framed portrait of Sir Winston Churchill, to keep their spirits up.



Do you recognise this man?

### Pwllheli seek name of sailor

THE PWLLHELI and District branch are keen to identify the sailor pictured above.

Does anyone recognise the man, who served in HMS Glendower during 1944?

Any information to the branch would be greatly appreciated.

Pwllheli and District was commissioned in 1993, and many of the branch's founder members had served in HMS Glendower, the Royal Navy training establishment at Pwllheli in North Wales.

Indeed, the branch still retains historic connections with HMS Glendower.

Contact branch secretary Wyndham Underwood on 01758 614138.



 Veterans of the HMS Illustrious Association join members of the aircraft carrier's ship' company at a service of remembrance at the Scottish National War Memorial in Edinburgh Castle

### **Illustrious ties** are renewed

ILLUSTRIOUS by name and illustrious by deed, sailors who have served in the wartime carrier of the same name visited the warship in the latter stages of her £118m refit.

A group of 40 members of the HMS Illustrious Association, or Illustrians as they are better known, of the Fleet carrier which fought with distinction in World War II, headed to Rosyth to renew ties with today's HMS Illustrious.

The present-day 20,000-ton carrier is being converted to accommodate Merlin helicopters and to be able to serve as a back-up comman-. do carrier to HMS Ocean in a twoyear overhaul carried out by Babcock Engineering.

The current ship's company gave the veterans a tour of their ship and

hosted them for a lunch, before they all paid their respects at a service of remembrance held on the south side of the Forth.

The Scottish War Memorial at Edinburgh Castle was the setting for the service and wreath-laying in a ceremony led by the Rev Bernard Clarke.

The Illustrians' trip north of the border ended with an invitation from the Countess of Elgin and Kincardine to take afternoon tea in the splendid surroundings of Broomhall, the family seat of the Clan Bruce, overlooking the Forth.

'Lusty' veterans who want to join the association should contact Colin Pickford on 01298 814472 or visit the forthcoming website www. hmsillustriousassociation.org.uk

### **Trafford** has triple standards

TRAFFORD branch managed to parade three different standards at the Manchester RAF Association Battle of Britain Service and Parade.

S/M Yvonne Cope paraded the Trafford branch standard (centre of picture), while her husband S/M Tom Cope carried the standard for the Manchester and Salford Royal Marines Association (right of picture).

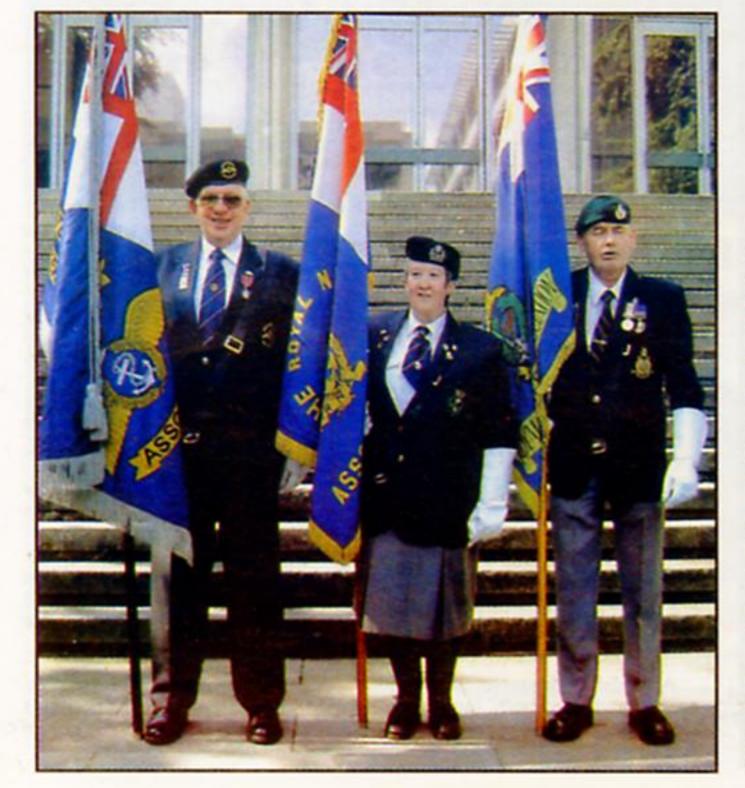
Completing the trio was S/M Len Millward, who paraded the Greater Manchester Fleet Air Arm Association standard.

The event was Yvonne's first parade since becoming deputy standard bearer for the branch.

Trafford branch are also proud of the fact that they have the Area Secretary (S/M Charles Hutton), Area Treasurer (S/M Alan Brocking) and Area Standard Bearer S/M Tom Cope among their membership.



of the Armed Forces and their widows and widowers



### Fishing fleet under fire

LAST month saw the 100th anniversary of one of the strangest incidents in Britain's maritime history - when the Russian Fleet opened fire on a group of Hull fishing trawlers.

The Russian Baltic Fleet under Admiral Zinovy Rozhestvensky was on its way to do battle with the Japanese 18,000 miles away when in the North Sea extremely faulty intelligence of enemy warships in the area led to its opening fire on the trawlers.

One was sunk and several damaged as a result – and some of the Russian ships suffered hits from each other. The Aurora had four below the waterline and the ship's priest had his hand shot away.

The incident naturally caused outrage as well as being ridiculed in newspapers around the world and Rozhestvensky only narrowly avoided causing a war between Russia and Britain.

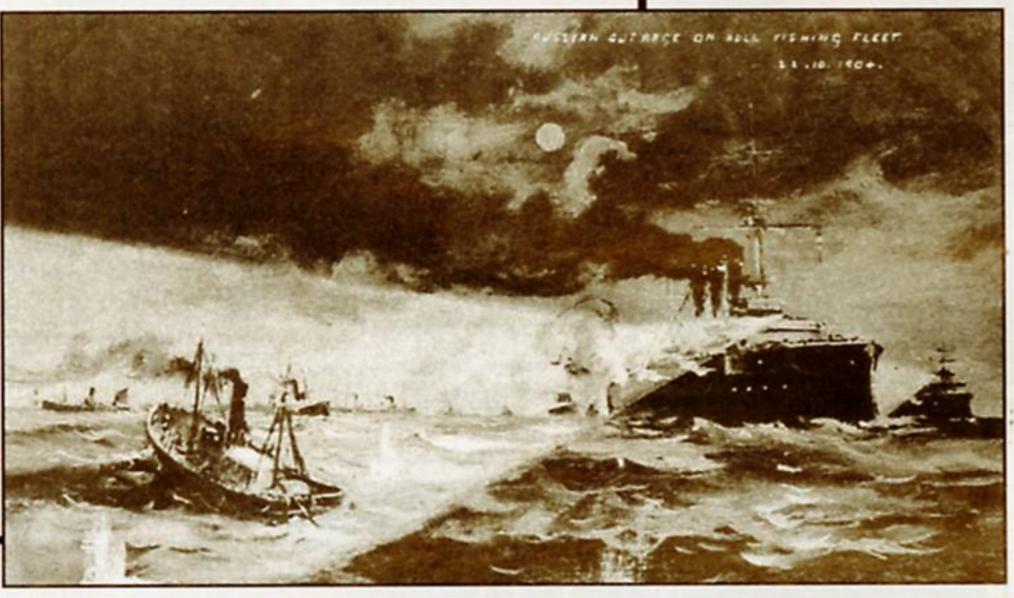
His fleet was shadowed by the Royal Navy as far as west Africa. In May the following year it met up with that of Vice Admiral Heichachiro Togo at Tsushima where it was practically annihilated.

Rozhestvensky was himself wounded and captured but was well treated by the Japanese. On his return to Russia he was court martialed, however, and died soon after.

 A contemporary postcard with an artist's impression of the incident comes from the collection of Michael Beeby



### Duncan still lingers in Nelson's shadow 11 .10. 190+.



THE BAND of the Royal Marines Scotland paid tribute to Admiral Adam Duncan at Camperdown House, marking the 200th anniversary of the hero's death. (see above)

The victor of the 1797 Battle of Camperdown was born in Dundee in 1731, the son of a town provost.

His success was unfairly obscured by Nelson's triumphs at the Nile, Copenhagen and Trafalgar. At the time, however, there had been national rejoicing, Duncan was made a Viscount, was showered with gifts from corporations and guilds, and Parliament

voted him a pension of £2,000 a

He joined the Royal Navy at the age of 14 and a distinguished career saw him rise to the rank of commander-in-chief of the North Sea Fleet.

He died at Cornhill, near Coldstream, on his way home from London and is buried in Lundie churchyard.

The Friends of Camperdown House (Duncan's reward for defeating the Dutch near Kamperduin off the coast of Holland) had planned a series of events to mark his anniversary, several of which were to have involved the presence of HMS Montrose at Dundee.

This visit was cancelled (at the time she was involved in the rescue of the Canadian submarine Chicoutimi, see page 4) and so the commemorations were sadly much reduced.

The local Sea Cadet band and the Fintry Pipe Band joined the Royal Marines at Camperdown House while at the City Square Beat Retreat was performed, Naval Regional Officer Cdre Angus Sandford taking the salute.

A service was held at Lundie Kirk and a wreath laid on his tomb.

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### Volunteer cadets are 100 not out

HMS SULTAN Volunteer Cadet Corps celebrated its centenary with Divisions involving cadets from all VCC units within the Portsmouth area

They were inspected by the new Commodore Sea Cadets, Cdre Laurie Brokenshire.

The Corps was formed in Portsmouth Dockyard in 1904 as a means to prevent the sons of senior petty officers and warrant officers running wild in the streets.

During the past 100 years it has continued to flourish with all the major naval establishments in the Portsmouth area hosting their own units.

Following the closure of Eastney Barracks, the Royal Marine VCC transferred to HMS Excellent at Whale Island.

Cadets from the recently closed HMS Dryad have amalgamated with the unit in HMS Collingwood and some eight years ago those from HMS Daedalus transfered to the HMS Sultan unit.

Youngsters are eligible to join as cadets from the age of nine years up to 15 but must leave before their 18th birthday.

Most units meet twice per week, usually on a Monday evening for sporting activities and Thursdays for drill and instruction. Subject topics include First Aid, map reading, field craft and general Naval knowledge.

Though many cadets go on to join the Armed Forces, the main aim of the VCC, like the national Sea Cadet Corps, is to teach modern youth a sense of values, consideration for others and how to become good citizens.

All units organise weekend events and run both junior and senior Easter and Summer camps. Another main attraction is the

annual Field Gun Command Championships while gun crews compete at shows around the country during the summer season.

### Civic links with ships request

A RECORD of all the Royal Navy's ship affiliations, past and present, is being compiled by Cdre David Hughes, the Eastern England Naval Regional Officer.

He already knows most of the civic links which were started by 'Warship Week' during World War II and all the current ones.

"There are, however a number of gaps, and I'd be grateful if Navy News readers could help me compile a complete record.

All I need is the name of the ship and that of the civic authority - for example 'HMS Andromeda, Doncaster, South Yorkshire'.

"I would also be useful to know an approximate date. This is necessary so that I can tell which particular ship you are refering to. For example, is it the Tribal Class destroyer Gurkha or the later L-Class destroyer Gurkha or the Type 81 frigate Gurkha?"

Write to Cdre David Hughes, HMS President, 72 St Katherine's Way, London E1W 1UQ or phone Janet on 020 7481 7324.



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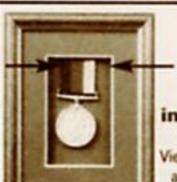
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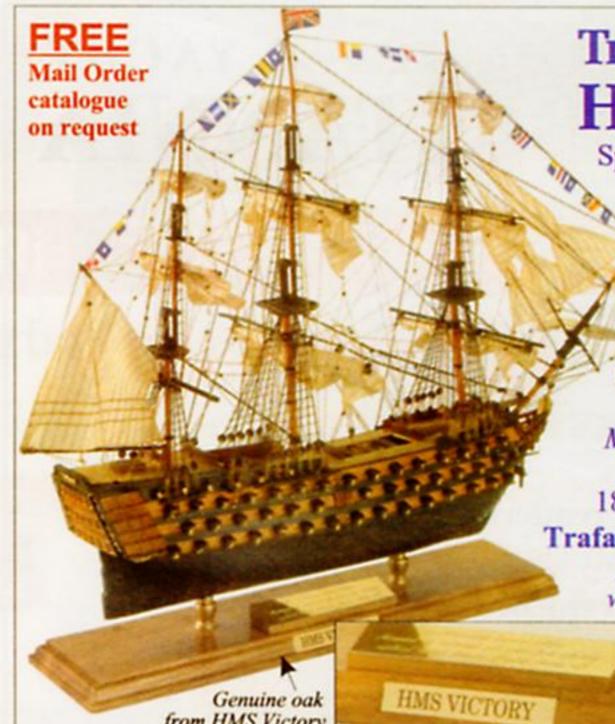
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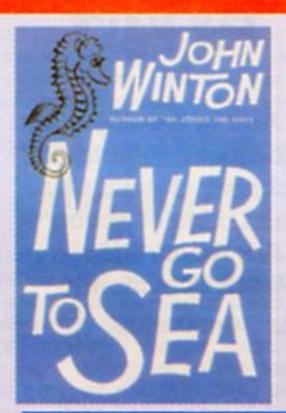
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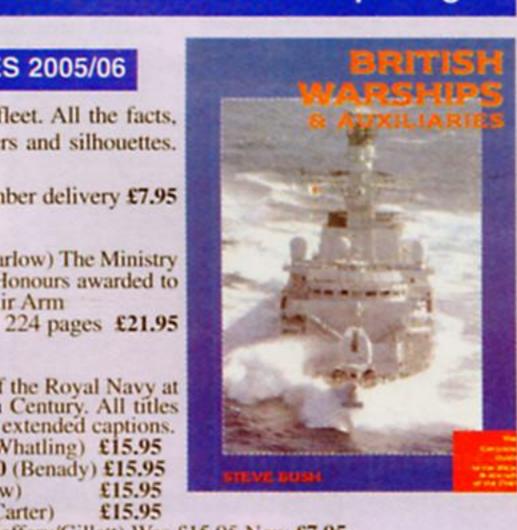
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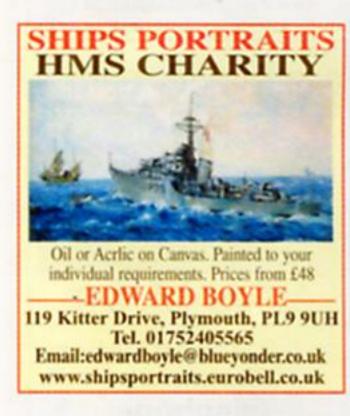
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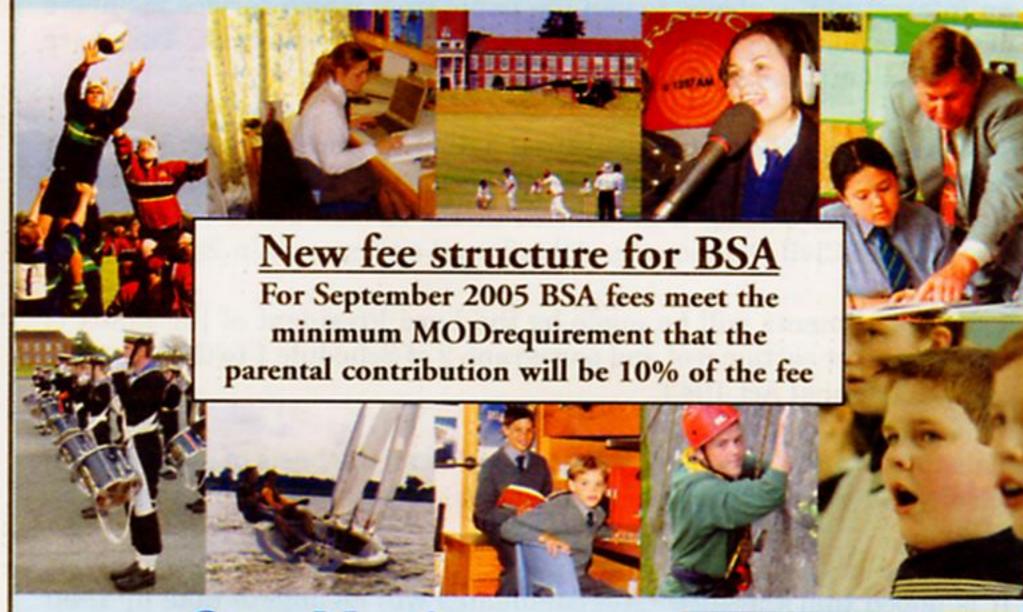


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6 NAVY NEWS, NOVEMBER 2004 www.navynews.co.uk

## Top level thanks for Richmond



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During a brief spell off Jamaica, Armed Forces Minister Adam Ingram flew on board to spend a day at sea with the Type 23 frigate and thank the ship's company for their efforts in the wake of Hurricane Ivan.

They had been kept busy in the aftermath training and working alongside members of the Jamaica Coastguard.

As reported last month, the Richmond and RFA tanker Wave Ruler chased the monster Category 5 storm across the Caribbean, restoring power and clearing the path for other relief agencies to follow up with longer-term help.

● Left: Armed Forces Minister Adam Ingram arrives in HMS Rchmond. Below: discussing the ship's relief work with LMA Colin 'Jonah' Jones





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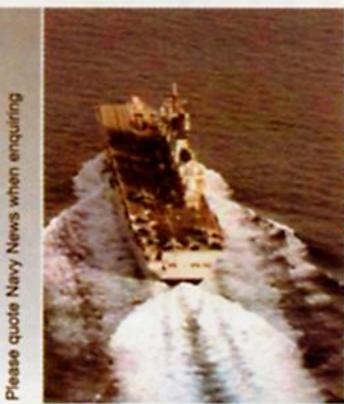
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# YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH

www.navynews.co.uk/youngreaders youngreaders@navynews.co.uk



There's several fine reasons why we're known as the Royal Navy - take a look at the Young Readers Club pages this month and we'll tell you about the right Royal Navy.

# The first of the greats

King Alfred the
Great, the ninth
century king,
justifiably deserved
to be called 'Great',
and he is often called
the founder of the
British Navy.

During his lifetime Britain was under constant attack by marauding Vikings from Denmark.

At the age of 21 as King of Wessex, Alfred waged long and fierce battles against the Vikings backwards and forwards across the south of England.

Eventually accepting that he could not drive the Danish invaders out of all of England, Alfred agreed a peace treaty with them where the Vikings had control of northern and eastern England, and Alfred's realm stretched beyond Wessex to West Mercia and Kent.

In order to keep the Danish threat at bay, Alfred constructed fortresses across the south of England, and built a fleet of new fast ships to take on the Viking raiders. However Alfred's claims to be father of the Royal Navy are disagreed with by some authorities, who point out that naval actions against the invading Danes had been fought prior to Alfred's warshipbuilding mission, and that the Navy dropped out of use for long spells after his reign.

Plus apparently his ships weren't particularly seaworthy....

# Henry's love for Mary, sister and ship

The much-married King Henry VIII, who reigned from 1509 to 1547, transformed the Navy into a real force.

He increased the size of the then fleet from a mere five ships more than tenfold

to a total of 53 ships.

One of these ships is the famous Mary Rose, which can still be found carefully preserved at Portsmouth Historic Dockyard. It is believed that the Mary Rose was named after Princess Mary, Henry's youngest sister, who became Queen of France when married to

Just before his death, Henry VIII set up the Navy Board in 1546 responsible for the administration of the Navy.

King Louis XII.

You can still visit Henry's famous Mary Rose at Portsmouth Historic Dockyard.

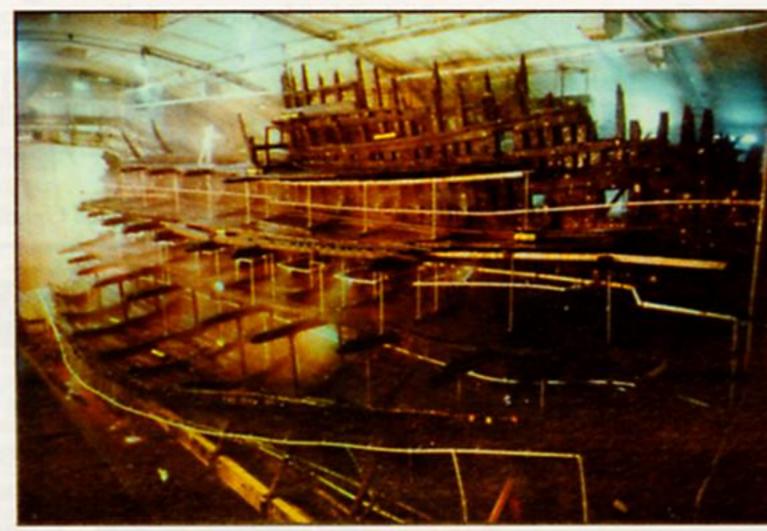
For more information visit www. historicdockyard.co.uk or call 023 9286 1512 for 24 hour information.

# The start of a famous diary

When the monarchy was restored in 1660 following on from Oliver Cromwell's rebellion, King Charles II took the throne.

He brought the Navy, as part of the Armed Forces, under the control of the crown with the Militia Act of 1661.

During Charles' reign the famous diarist, Samuel Pepys, became Secretary of the Navy Board. He proved a strong and stalwart defender of the Naval service.



The hull of Henry VIII's Mary Rose at Portsmouth Historic Dockyard

# Queen's fight against the Spanish Fleet

Although Queen
Elizabeth I was never in
the Royal Navy her reign
from 1558 to 1603 is
often connected with the
sea.

During her time as queen, many famous voyages of discovery were undertaken by people such as Sir Walter Raleigh and Sir Francis Drake to the Americas.

That last name is also linked to a very famous Naval victory during Elizabeth's rule - the Armada.

A Spanish fleet of 130 ships set out to invade England.

When the fleet was seen from Plymouth Hoe, Sir Francis Drake told his companions that he would first finish his game of bowls before setting out to take on the enemy ships.

After a series of short skirmishes, in the end the major battle took place off the French coast with the English finally getting the better of their foreign rivals.

By the time the Spanish Armada limped back to its base port, only 67 of the original 130-ship fleet remained.

# William rules in the Senior Service

William IV was known as Britain's 'Sailor King'. Before taking the throne

in 1830, he spent a number of years in the Royal Navy.

Prince William joined the Navy in 1779 and served as a midshipman and lieutenant.

He became a postcaptain - the equivalent of the modern-day captain - in 1786, and was commanding officer of HMS Pegasus in the West Indies.

Nelson, a close friend, wrote about William's ability as a captain: "His Royal Highness keeps up strict discipline in his ship... she is one of the first-ordered frigates I have seen."

William ended his active sea career in 1790 with a promotion to rear admiral.

Eventually in 1811 he reached the title of admiral of the fleet, and the title Lord High Admiral was brought back into use for him in 1827.

However it seems the title slightly went to his head and in 1828 on board the Royal Sovereign he hoisted the Lord High Admiral's flag and tried to control the fleet.

This behaviour brought protests from the king and the prime minister, and bowed by the outcry Prince William resigned his Naval post.

But as king his love for the Navy stayed strong. Sadly one of William's longstanding legacies is the phrase 'Silly Billy', a nickname he earnt during his reign.

# **Members** birthdays

Sadly November usually gets a bad press - cold, wet and all that. But not for this lot, it's their birthday month!

Callum Alderson Alex Allen Michael Aspin James Austin Philip Barnes Samuel Bastow Samuel Bell Abbie Blanks Richard Bowdell Thomas Braide James Cambridge Charlotte Cannon Alan Carle Louise Carter Leoni Carter Charlie Carter Lewis Challinor Ashley Cole James Cook Charlotte Crook Sean Dale Charlie Dewing Keeley Elston Nathanial Evans Shelby Finlayson Gavin Freeman Emily-Jane Fry Christopher Garcia Stephen Green Matthew Haines Joseph Hawkesby Luke James Lisamarie Janman Adam Kear Paul Kitching Rowan Lavington Alex MacDonald Ben MacKey Daniel Magee Nadine Manning Daniel Martin Charlotte Mason Laura Mason Callum May Edward McDonald Ross McInally Cameron McInally Ross Morgan Robert Osborne Lauren Patmore Andrew Pollock Sarah Robinson Zachery Rumfitt Adam Savidge Laurie Seve Aubyn Shortland George Shotton Callum Shuttleworth John Smith Ben Taylor Sarah Thirrovez Adam Thrower Gemma Tubby Samuel Valentine Jack Vardy Nina Wadds Amy Walker Taylor Webb **Edward West** Oliver Whalley Liam Whittaker Rhys Williams Simon Yeadon

Gavin Young

# Christmas 2004

#### CHRISTMAS IS COMING!

Father Christmas is bravely taking to the rooftops, in extremely inclement weather for this year's Royal Mail Christmas Stamps. He's always been a little grumpy, so imagine how Father Christmas felt when Cartoonist Raymond Briggs showed no mercy putting his cuddly creation back on the arduous Christmas Eve 'night shift' in the rain, sleet and snow.

To win a presentation pack of these six Christmas stamps just answer the following question.

Q. Which other Christmas themed cartoon is Raymond Briggs famous for?

Send your answer on postcard or email marked 'Xmas Stamps' to the usual address along with your name, address, age and membership number.

Stamps are issued on 2 November.

For more information visit www.royalmail.com

Normal competition rules apply. Closing date 30 November 2004.

This month

On November 4, 1843,

the statue of Admiral

Horatio Nelson was

finally set atop his

namesake column in

Trafalgar Square.

Originally the statue

the column had been that of William IV.

but after his death in

1837 it was decided

that neither he nor

his recently crowned

receive the honour.

Naval hero, Nelson.

The statue had been

column for some days

its lofty destination.

before it was raised to

This process was to take

two days, with the legs

body raised on the first

day, and the upper body

and arm united to make

the whole on the next.

The statue was sculpted

by Edward Hodges Baily

from stone brought from

the Scottish quarry of

the Duke of Buccleuch.

flagstaff was erected

proudly displayed above

The Times newspaper

of 1843 said: "It is a

very fine, noble, and

well-executed effigy

of England's greatest

to his memory and a

metropolis."

great ornament to the

The final elements of

the column took longer

famous battles - Nile,

And the famous dark

bronze lions that guard

the base of the column

were finally in place in

Copenhagen, St Vincent

and Trafalgar - were not

to complete. The

added until 1854.

carvings of Nelson's

Naval warrior and... will

form a noble testimonial

Once completed a

and the union jack

the statue's head.

and lower part of the

Instead the time was

daughter Victoria should

right to honour Britain's

exhibited in an enclosure

close to the base of the

destined to stand upon

# Where in the world...?

The ships and people of the Royal Navy have been travelling all around the world for the past few months. Here are a few of the places they have visited recently...

**HMS Richmond** Place: Fort-de-France Country: Martinique (France) What's it like: A small French island in the Caribbean

RFA Diligence Place: Tioman Island Country: Malaysia What's it like: The area of peninsular Malaysia plus part of the island of Borneo Capital: Kuala Lumpur



Brigade Recce Force 3 Commando Brigade

Place: Jungle near Achiase Country: Ghana What's it like: Tropical lowland Capital: Accra

# Jordan's welcome back

Here at the Young Readers Club we were delighted to get a letter from Jordan McCuskey (mem. 2994). Here's why:

"I'm really pleased to be a member of YRC again. I love reading the Navy News.

'My grandad served in the Royal Navy Fleet Air Arm from 1942-46 and 1949-56 in HMS Glory, HMS Theseus and Monab VI [an air base in Australia].

"My cousin Paul is currently serving in HMS Cattistock.

"Grandad went all over the world and stayed in Malta for three years.

"I love football. I am goalkeeper for my local team. I also play cricket and basketball.

"I don't go to Sea Cadets as there aren't any near here, but I am joining the Navy when I'm old enough."

Jordan also sent us in photographs of the ships on which grandad served, and a copy of the Japanese surrender at the end of World War II signed on board HMS Glory.

It's all fascinating stuff, Jordan, thank you so much for writing in to us here at YRC.

If someone in your family was in the Navy do you know much about their life? Ask them for their stories.

# The man who never meant to be king

Another British king also came to be called the Sailor King.

This was George V - he served in the Royal Navy for 15 years, and the Navy was his life and career.

George was never meant to be king, his elder brother Albert Victor was due to take the throne but sadly died of pneumonia in 1892.

George's promotion to Prince of Wales as next in line brought a premature end to his thriving Naval career.

By this time George had reached the rank of commander, and had commanded two ships of his own, Torpedo Boat No.79 and HMS Thrush.

His early Naval career had seen George circumnavigate the globe on board HMS Bacchante, in company with his elder brother, Albert, the boy who would have been king.

During their three year voyage on board the Bacchante, George saw the world, acquired tattoos, took up all sorts of Naval habits, and



King George V

encountered the ghostly Flying Dutchman. George's last command was the cruiser HMS Crescent in 1898 as a captain. Eventually when George took to the throne as king in 1910

he achieved the title Admiral of the Fleet.

Years after George had last set foot on board a warship, he still carefully wore ironed trousers with the Naval crease from side to side, he bore the full beard of the Naval service, and absentmindedly knocked his biscuits against the dinner table to dislodge the weevils that infested shipboard fare.

And during all this time in the Royal Navy George carried an awful burden - a terrible tendency to sea-sickness!

So if you get sea-sick, don't give up on the Navy, you're in fine company -King George V himself.

# A second George to follow in his father's footsteps

King George V's second son had a similar experience to his father.

The prince served in the Royal Navy during World War I, including the Battle of Jutland, and was never destined to be king.

But when his elder the conscientious second son became King George VI and ruled from 1936-52.

the king and country. George VI instituted the George Cross and

brother Edward VIII abdicated the throne,

His experience in the military meant that George was committed to visiting the troops during World War II whenever he could.

His dedication forged a strong bond between George Medal.

# Next month

1867.

Naval aviation goes back to before World War I when the Royal Flying Corps, Naval Wing, was set up in

Nowadays Naval folk can be found in the skies above our heads in Harriers, Sea Kings, Merlins, Lynx and Gazelles.

More next month.

### Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition.

One entry per person. The decision of the judge is final. Full competition rules are available by contacting us at the usual address.

Join the Navy News Young Readers Club and you will receive a Goodie bag, Royal Navy Baseball Cap, Membership card and exclusive membership number, Birthday & Christmas Cards, Members only competitions, Exclusive Naval Visits, Discounts to local and national attractions and much, much more!!

- Membership until my 16th birthday and to receive a free one year subscription to Navy News (worth £20.50) for the price of £17.50 Membership for one year and to receive four copies of Navy News
- for just £5.00

or by email: youngreaders@navynews.co.uk

by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)

You can also enrol online at www.navynews.co.uk/youngreaders or over the phone of b

MEMBERS ONLY COMPETITION

Out this November, The Incredibles is the latest ilm from Pixar - the team behind Finding Nemo and Toy Story - and tells the story of the superhero Parr family forced into retirement and trying to live a normal life in the suburbs before they are called back into action one last

THE INCREDIBLES

time to save the world once again! For your chance to win an exclusive The Incredibles goodie bag containing a poster, t-shirt and badge just tell us the name of another animated film by Pixar.

Send your answer on a postcard or email marked 'The Incredibles' to the usual address along with your name, address, age and membership number. Normal competition rules apply. Closing date 30 November 2004.

# Postcode ...... E-mail address School attended ..... Send your completed form to the address below with a cheque or postal order for the correct amount, made payable to NAVY NEWS: 'Young Readers Club' Navy News, HMS Nelson, Portsmouth PO1 3HH Or for further information contact us on 023 9273 3558



# 1SL warns of looming crisis in camps accommodation

EA Cadets are good for the RN – and that comes from the very top.

First Sea Lord Admiral Sir Alan West told the All Party Parliamentary Sea Cadet Group last month that experience had shown that young people who joined the Cadet Forces and later joined the Navy tended to do well in the Senior Service.

"We experience a very low drop out rate and with their subsequent progression in the Service we enjoy high levels of retention," he said.

"Indeed, over 35 per cent of my Senior Ratings have a history of service in uniformed youth organisations. Over the past five years, on average, 22-24 per cent of recruits have joined from the Cadet Forces, 12 per cent being Sea Cadets.

"They are in addition a wonderful source of trained musicians for RM Bands – both male and female!"

Admiral West said that apart from visits by warships and those of the RFA to ports around the UK, the most visible constant presence in the community of the Royal Navy uniform was the Sea Cadets.

"Those of you who were able to join HMS Ark Royal at Greenwich at the beginning of the year or have seen cadets on parade in Trafalgar Square or on Remembrance Sunday will have observed their smartness and great pride.

"In simple terms, in many communities today, some 386 around the country, Sea Cadets are the constant reminders that the UK still has a Navy even, if is true, the Cadets are not members of it."

More broadly, the SCC helped young people to become responsible citizens, giving them the opportunity to develop their personal skills within a disciplined framework. Most cadets did not join the RN but enjoyed successful careers both in the public services — Police, Fire and Ambulance — and many other facets of civilian life.

"With the decline of the fishing fleets they are also an important source of volunteers for the RNLI. There is no doubt in my mind that this aspect of Sea Cadet training offers society a huge benefit. It is one area, which I believe is not given sufficient recognition by eithert local or central government or indeed the educational establishment in state schools."

Admiral West repeated the appeal for more volunteer helpers made by the new Commodore SCC, Cdre Laurie Brokenshire, in October's Navy

"I vigorously support the SCA's drive to overhaul all aspects of the internal training and support processes with a view to increased simplification and therefore a reduction in the burden on individual volunteers who already have full time occupations."

The reduction in Service training estate was going to place great pressure on all Services to meet the accommodation needs for cadet camps, the Admiral warned.

"As centralised training takes place during school holidays this is a problem that will increasingly come to the fore. Cheap and safe cadet accommodation is increasingly at a premium."

There was also the problem of funding. The Sea Cadet Corps and Sea Cadet Association were funded differently to the Army and RAF cadets. The SCA received public funds from the MOD – some £4,380,000 – to provide the HQ structure and national training facilities in support of the Corps. But individual units were not directly funded and were stand-alone charities which raised, on estimation, a similar amount to pay their running costs.

"I believe the value of a well motivated and led youth organisation in 386 communities and towns up and down the country needs to be more widely recognised.

"It has a positive contribution to make in a society where parental control is not uniform.

"Many Sea Cadet Units are in modern facilities, but many are not. To attract the young we need to update those facilities and this burden cannot be taken on by the MOD.

"There is a major role for local authorities in perhaps reducing the rent and rate burden on Units and to assist Sea Cadet Units with purpose built facilities.

"At the end of the day we have to offer aspirational facilities linked to the 'Serious Fun' that is already there."

● First Sea Lord Admiral Sir Alan West shares a joke with (L-R) Peter Bottomley, MP, Lt Cdr (SCC) Janet Picton and Ivan Henderson, MP, Chairman of the All Party SCC Parliamentary Committee

# New threat to training role



# Falklanders fly 8,000 miles for a ducking . . .

FOUR Cadets from the most southerly unit of the SCC flew to the UK courtesy of the RAF for a week's training in HMS Bristol.

# Bee get a buzz out of rugger

TS BEE were invited to Whitehaven Rugby League Football Club for a special training session run by two of its full-time players.

Some 18 cadets took part in the session led by Sam Obst and Ryan Tandy which included running and passing drills, 'kicking tennis' and a short tag rugby match.

One routine had the cadets running through a rope ladder laid on the ground, putting one foot in each space – and there was a penalty of five press-ups if they got it wrong.

The Bees were busy elsewhere on the sports front – they collected two of the three group trophies in their District Swimming Competition at Workington plus the Shrewsbury Cup as overall winners.

The one and only Type 12 destroyer, which saw service in the Falklands campaign in 1982, now plays host to thousands of cadets each year as a training ship at Portsmouth.

After the safety brief, the quartet quickly got changed into boating gear and found themselves afloat in a Bosun dinghy, practising capsize techniques in the company of the Officer-in-Charge of TS Endurance CPO Keith Reddick.

A full week of training and visits followed, which made for a very intense programme.

All four earned sailing qualifications after training by Lt Cdr Colin Brazier and CPO Katrina Lappin. Visits were made to HMS Victory, 'Action Stations' and Fort Nelson, the Royal Armouries Museum.

The Falkland Islanders teamed up with cadets from Stoke-on-Trent unit TS Talent for Dog Watch duties and there was the usual exchange of cap tallies.

● IN AT THE DEEP END: Falkland Islands cadets take a dip in Portsmouth Harbour and (inset) dry off on board HMS Bristol.



# Sea Cadets

Apprenticeship.





# NORTHAMPTON Cadets are seen enjoying a highly successful camp at Portsmouth, where they underwent waterborne training with the Royal Navy. A first for Northampton is the selection of LC Luke Beasley to represent the SCC in the Laser Sailing Class at the National Sailing Regatta at Portsmouth. He hopes to continue locally with his sailing by gaining a Sailing Instructor

# Omelettes for all at Malta



EASTERN Area Officer Cdr David Kent is seen here talking to a member of the Guard after flying out with his wife Isabelle to inspect the Malta GC unit.

Guests included the British High Commissioner Mr Vincent Fean, Australian High Commissioner Mr Richard Palk, US Naval Attache Cdr Philip Munaco and three members of the Royal Naval Officers Association.

They were treated to four separate evolutions carried out by the Unit's Divisions. The Marine Cadets demonstrated the safe crossing of a log and rope bridge while the Seaman Divisions showed off their seamanship skills by building a strong raft with sails and rigging.

The Juniors gave everyone a taste of their culinary expertise after cooking a variety of omelettes. At the end Cdr Kent and his wife sat down to a mini Mess Dinner.

Achievement certificates were presented to 32 Cadets and Mr Fean handed over his High Commissioner's Cadet award to LC Silvio Vella, who is to give him one year's service, accompanying him on various official functions.

The Unit's Marine Cadets also underwent their annual field assessment under the watchful eye of CSGT Bryan Reynolds.



# One more string to his bow

NEW Lord Lieutenant's Cadet for Berkshire Henley Unit PO Christian Barker is also holding down two separate jobs - one with the local Boots mini photo lab and the other, keeping up his interest in boats, with Hobbs boat hire on the Thames. He hopes to join the Royal Navy soon.

# We are sailing

**NEW Commodore Sea Cadets Cdre Laurie Brokenshire pays** his first visit to TS Duke of York, the SCC National Sail Training Centre at Weymouth



# Ready steady Rye

RYE unit's'Ready Steady Cooks' used their annual inspection to show off their culinary skills.

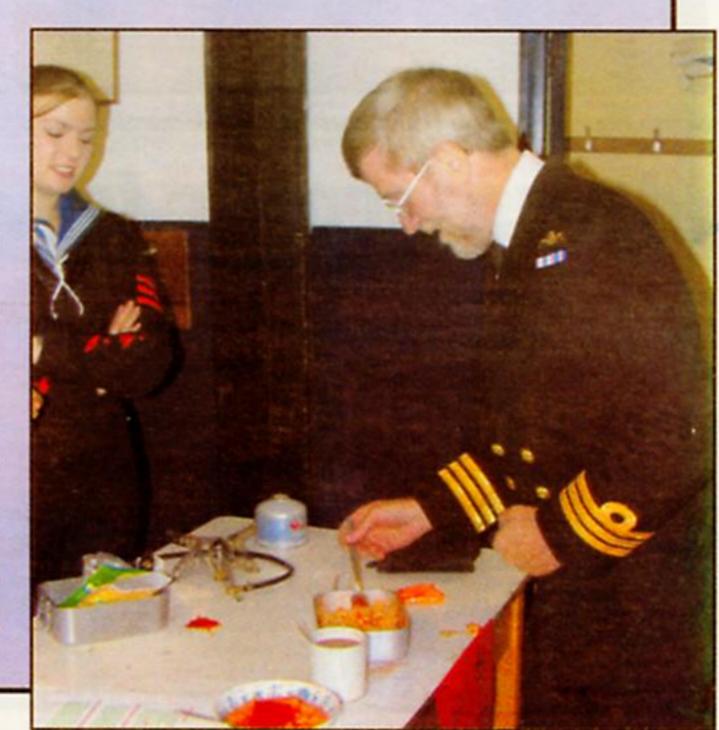
An evolution based on the IV celebrity chef show had Area Officer Cdr Jos Binns tasting the end product - meals cooked camping style.

The evening was well attended by parents and friends including the Mayor of Rye, Cllr lan Potter, and the Chief Executive of Wealden.

Lt Kate Russell, a flight controller in HMS Invincible, TS Rye's affiliated ship, was another welcome guest.

TASTING TIME: Cdr

Jos Binns samples the fare cooked up by TS Rye



# Sport

# **Encouraging opening** to boxing season

THE boxing season started promisingly as Portsmouth and Plymouth Commands plus the Royal Marines hosted their annual championships.

British Middleweight champion Scott Dann watched Plymouth's pugilists in action while at CTCRM in Lympstone the Fleet Protection Group took the Corps' boxing honours in an impressive evening of novice boxing.

A packed gymnasium at HMS Nelson watched its area championships, after first being warmed up by a 'star-studded' Dos and Don'ts of Boxing staged by the physical training instructors.

The boxing was pretty impressive too. For the first time in about three decades HMS Temeraire entered a team, coached by RN boxing coach assistant and PT course instructor PO Jason Steele, and promptly won.

All bouts have been watched by Combined Services/RN Boxing Coach PO(PT) 'Q' Shillingford, who says he's impressed both by the standard of fighters and the quality of coaching they are receiving around the Senior Service's establishments.

The next chance to shine before the top coach is at the Navy novice championships hosted by the Wyvern Centre at HMS Drake on November 11.

As Navy News went to press this month, the RN squad was in action against the Western Counties in Bristol.

Impending fixtures include bouts against London Select and the Southern Counties. See December's issue for reports. Beyond boxing talent, RN pugilists are looking for officials to

bolster numbers and improve the quality of fighters. Potential coaches should contact Steve Penberthy at HMS Temeraire on military 9380 26718. Prospective referees should call CPO Jaz Jarry on 07765 468309.

# Royals demolished by RN judo team

THE might of Britain's elite fighting force wasn't enough to match the guile of the RN as sailors and Royal Marines fought for Senior Service judo honours.

The RN subjected the Royals to a 5-0 whitewash - despite the green berets bringing along a strong team to HMS Nelson, determined to hold on to the team title.

The annual championships saw the largest number of competitors in years in the individual events.

The highlight of the day was a clash between MNE New (42 Cdo) and AEM Clements (HMS Sultan) in the Under 81kg final.

The Royal ran out the winner, but the engineer gained revenge in the team event by defeating New.

Masters Championship: Gold - CPO J Thacker (AFCO Shrewsbury), Silver - CSgt C Waite (CTCRM) Mens' Open: Gold - S/Lt M Shaw (HMS

Collingwood), Silver CPO C Bowen (RAF

Cosford), Bronze - CPO I Clark (MCTA Portsmouth/AEM J Clement (Sultan) Ladies' Open: Gold - DSA V Parsons (Sultan), Silver - PO(STD) J Bates (Collingwood), Bronze - WTR V Gittens (DLO

Spirit of Judo: MEA T Ridsill (Sultan) Black Belt: Under 66Kg: Gold - C Russell (Sultan), Silver P Belcher (Heron); Under 73Kg: Gold - C Bowen, Silver P James (815 NAS), Bronze - T Ridsill; Under 81Kg: Gold - R New (42 Cdo), Silver - J Clement, Bronze - T Miller (FPGRM)/S Watson (BRNC); Under 90Kg: Gold - I Clark, Silver N West (Endurance), Bronze - J Thacker (DNR)/C Waite (RM Poole); Under 100Kg: Gold - I Wishart (CTCRM); Over 100Kg: Gold - M Shaw (Collingwood), Silver - C Sherrington (CTCRM), Bronze - J Curtis-

KYU Grade: Under 73Kg: Gold - P James, Silver - C Russell, Bronze - T Ridsill/P Belcher; Under 81Kg: Gold - T Miller, Silver - N Fallows (York), Bronze - J Binns (BRNC)/C McGing (Collingwood); Under 90Kg: Gold - C Waite, Silver - T Archer (Northwood); Over 90Kg: Gold - C Sherington, Silver - I Wishart

Novice Under 73Kg: Gold - T Ridsill, Silver - P James Novice Over 73Kg: Gold - J Binns, Silver

 T Miller, Bronze - C McGing/A Leverton (Collingwood) Team Event: RN 5, RM 0



This year's ball was particularly heavy... The RN Divers line up for their championship at Southwick Park

# Divers wrestle for golfing honours

SOUTHWICK Park outside Portsmouth was the ideal setting for this year's RN Divers' Golf Championships which drew 96 members of the 'frogman' community. In one of the closest-fought con-

tests in recent years, played over 36 holes, PO(D) Sean Meleady took a one stroke lead at the half-way point, with PO(D)s Jim Lynch, N Smith, CPO(D) Buck Rodgers and former WO(D) John Dadd snapping at his heels.

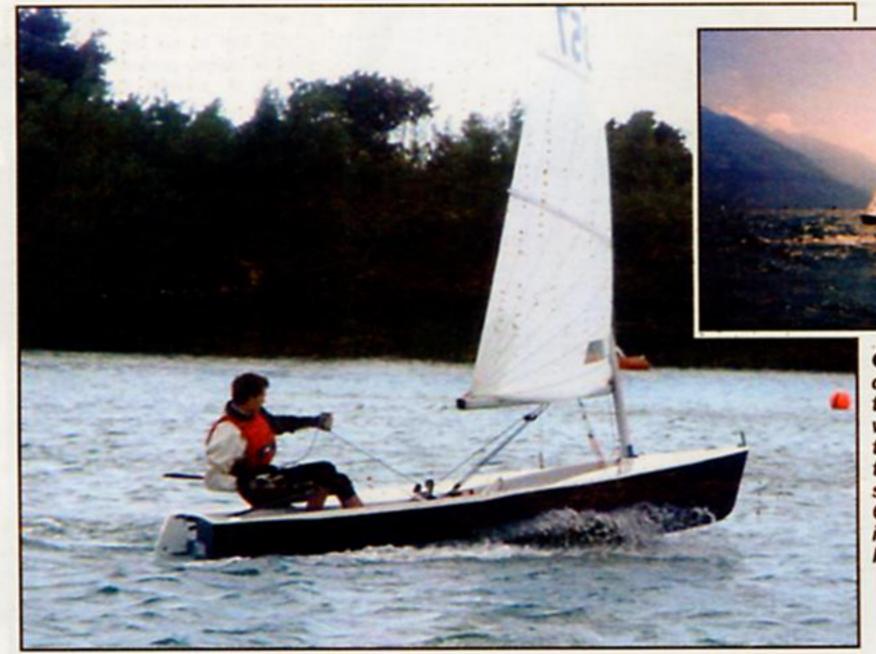
Meleady broke away from the pack on the second round to take the title with 152. WO Dadd was the closest challenger on 157.

LD Paul Tudor took the Fullerton Sherwood Stableford title with 83 pts; First Division Stableford winner was former CPO(D) Pat Pattinson on 79 pts, ahead of CPO(D) N Rodgers on 76.

Divers' guest champion was S Mayes and the ever-popular Solent Divers Team Trophy went to Crookhorn Steelers.

WO Dadd collected the veterans' trophy, PO Meleady picked up the Mick Fellows Pairs Shield and Ian Skulicz enjoyed a gallon of whisky for the shot nearest the pin.

The event also raised £300 for the Rowans Hospice in Purbrook.



 Lt Cdr Dan Vincent shows off the skills which won him the Solo (left) and title magnificent the setting of Lake Garda in the Italian Alps for the RS Eurocup

> Pictures: Martin Tozer/ Roger Saynor

# Dan breezes to

IF you win a major sporting event you may feel like jumping up and down or opening a bottle of bubbly.

Not Lt Cdr Dan Vincent, who felt a sigh of relief after days of racing in Plymouth Sound to take the 2004 Solo Nationals.

With none of the previous holders of the title able to compete this year, a new name was guaranteed on the cup by the end of the championships.

Service commitments meant Stu Dando and Lt Cdr Vincent were the only RN representatives, and the latter went into the contest with mixed feelings.

"Before the championships I think it is fair to say that I felt like Ian Percy prior to the Olympic regatta at Athens - if the wind was reasonably strong then I had a chance of winning, but if it was consistently weak, then all bets would be off," said Dan, based at Abbey Wood.

Day one opened with Force 3 wind conditions and after a poor start, Dan clawed his way into fourth place.

Day two proved to be the officer's strongest showing - ending in two race victories, with Dan on top of the leaderboard, but ominously also with the wind tailing off.

A strong challenge came from his brother Rob, whose 'cavalier approach' to races brought him two victories, while light wind ex-

perts such as Paul Childs were also snapping at the officer's heels; he, meanwhile, adopted the 'steady eddie' tactic to hold on to top spot overall, consistently finishing in the first five.

On the final race of the competition, nearest challenger Chris Goldhawk had to win and Dan finish no higher than fifth – a tall order.

Goldhawk could only finish in fourth, while Dan struggled to eighth place... and heaved a sigh of relief as he sailed back to the slipway as national champion.

The officer's brother, Rob, took ninth place, while Stu Dando was

Meanwhile, in the Solent there was victory - 25 years after his first attempt - for Cdr Richard Spalding, as he lifted the Gold Cup Joint Service Keelboat Sailing Trophy.

Cdr Spalding (MOD London) aided by Dave Ward (Sultan) and Tim Scarisbrick (Culdrose) had to fight every inch of the way against tough competition to beat 16 crews from across the three Services.

Further afield, Lake Garda in the Italian Alps was the magnificent setting as a 20-strong RN/RM team competed in the 2004 RS Eurocup Championships - an event open to all boats designed for the RS Class.

After excellent weather for the first round of the 200s, MID Hamish Walker and Dave Steed set the

standard for the RN competitors crossing the line in second place provisionally - with strong standings by CSgt Grahame Forshaw/Lt Cdr Roger Saynor in third place and Lt Gavin Marshall and Chris Wood in fourth.

The sailors were confronted with 20-25 kts of wind on a choppy surface on day two and many boats took the decision not to venture out on the water. Not so Walker and Steed, who battled with the elements and other competitors to come fourth in the second round joint first overall.

For the 400 fleet, racing in such conditions was particularly hard work. Marshall showed some fantastic downwind skills, while Forshaw was unlucky to put his boat in on a final gybe when in fifth place.

Marshall improved on his first round performance in the second race, crossing the line in fourth to take sixth position overall. CPO Glyn Deakin ended in eleventh place overall, despite breaking his tiller on the second race.

RS 200: 1 - MID Hamish Walker (Southampton URNU)/Dave Steed

RS 400: 6 - Lt Gavin Marshall (St Albans) Chris Wood, 7 - CSgt Grahame Forshaw (DNPTS)/Lt Cdr Roger Saynor (CINC Fleet), 11 - CPO Glyn Deakin (MASU)/Lt Giles Hadland (Kent), 13 - Cdr Wayne Shirley(RNAS Yeovilton)/Jason Shirley, 14 - S/Lts Andy Thomas/Mark Davies (both Southampton URNU), 15 - S/Lt Ben Shirley/MID Ian Le Poidevin (both South-

Almost a top ten finish for Jamie MEDICAL Assistant Jamie Smith

came within a whisker on making the top ten when he competed in the European Duathlon Championships in Swansea. The chief petty officer from

HMS Vivid joined athletes from across the continent for the event a 10km run, 40km cycle ride and 5km run to finish off - in wet and windy conditions around the Welsh

CPO Smith, competing in the 30-34 age group, kept the leaders in sight on the first race, then pushed himself to the limit in foul weather on the bike.

That proved to be his undoing ahead of the final run and despite his best efforts to make the top ten, but missed out coming in 11th.

The senior rating's next goal is to make the World Age Group Championships.

More details on duathlon/triathlon in the RN at www.rnrmtri. co.uk

 Feel the pain: CPO(MA) Smith grimaces on the run around Swansea

# Dive, dive, dive as Scylla pulls in the crowds

FORMER Leander class frigate HMS Scylla has proved to be a major draw for divers in the south-

Activity in the area of Whitsand Bay among the diving community has increased nearly threefold since the ship was sunk on behalf of the National Marine Aquarium in Plymouth.

Scylla was scuttled at the end of March to create an artificial reef for marine life and to encourage dive-tourism in the area.

Figures recorded by the Rame Coastwatch Station show an average of 300 RIBs bobbing around the wreck site each month - although the station does not record early-morning and nighttime dives, so activity is likely to be even greater.

To bolster interest in the reef, a series of underwater web cameras will be activated shortly and next year a six-man submarine will take sightseers to Scylla.

More details from www.national-aquarium.co.uk

# **Forces fight for** golfing pride on The Rock

THE RN took the bulk of the honours as the three Services battled it out for golfing pride in Gibraltar.

The Rock-based military and civilian personnel headed across the border into Spain to the Alcaidesa Links course as 30 members of the Combined Services Golf Society joined nine guests on the fairways.

LOM Liam Palin took the 2004 title, beating MOD civilian Andrew Harrison into second place.

Other results: Best Gross: Nigel MacBeth (Services Education Teacher); Best Stableford: Capt Richie Player (Army); Division 1: 1 - Julie Brewer (Services Education Teacher), 2 PO(CA) Bomber Wells, 3 – WO Bob Pace: Division 2: 1 - Trish MacBeth (Services Education Teacher), 2 - Brad Bradshaw (MOD Civilian), 3 - Tom Rooney PCG Contractor); Division 3: 1 - Lt Debbie

Vout, 2 - WO Paul Youngman, 3 - Dean

# Commodore's Cup proves a pinch assault for Albion

PLYMOUTH Sound was the setting for the inaugural Commodore's Cup for the Navy and Royal Marines' landing craft fraternity.

The contest was set up to foster a spirit of competition, esprit de corps and technical skills among the assault squadrons of the Amphibious Task Group. Teams from 1 Assault Squad-

ron RM (RM Poole), 539 ASRM (Turnchapel) 4 ASRM (HMS Bulwark), 6 ASRM (Albion) and 9 ASRM (Ocean) headed out in Plymouth Sound for a series of challenges and tasks which ran through the night.

By dawn, 6 ASRM were declared the winners, collecting the cup from outgoing COMATG Cdre Chris Parry. The cup will be contested again in June.

# **Pin pals wanted**

TEN pin bowling buffs are looking for fellow enthusiasts to join their league side in Portsmouth.

The team bowls in the Trophies League at the AMF Bowl in Arundel Street from 5.50pm on Mondays and normally finish by around 7.10.

Details from Nick Spivey on military 9380 25666 or drop in on the centre on Monday evenings.

# Cricket courses

HMS Temeraire in Portsmouth will host a course for prospective cricket umpires and scorers on February 7-9, as well as those wishing to brush up on their knowledge prior to an oral examination. Details from Capt Ray Holyer (0121 627 8370) or Lt Cdr David Cooke (023 9272 3742).





# Sacha's a onehit wonder

FENCER Lt Sasha Brooks RNR brought back a medal as the highest-placed female at the annual RAF one-hit epee competition held at Cosford.

Lt Brooks (pictured above) collected her medal as a member of the RN B team in the contest where competitors fence for the team trophy and individual medals in 30 fights in which the winner is the first to score a point against their opponent.

Despite a promising start, RN A, led by Lt Cdr Matt Clark (JSC-SC) with LAEM Mark Needham (814 NAS) and S/Lt Raplh Coffey (Sultan), failed to find the form which had brought the one-hit title home for three consecutive years.

The RN B side, the only all-female team in the contest, comprising Lt Brooks, S/Lt Amanda Hale (King Alfred) and NA(SE) Ellie Walls, ended in eighth place out of 10 teams.

Lt Brooks and NA(SE) Walls passed on their fencing expertise to RN reservists at HMS Flying Fox in Bristol, including unit CO Cdr David Kay - a former epeeist - as part of a series of taster sessions for the sport at reserve establishments.

Meanwhile, the RN Amateur Fencing Association celebrates its 85th birthday with a black tie dinner this month (details from Lt Keith Bowers on 07968 826625) and the 100th anniversary of competititive fencing in the Senior Service.

# **Ladies dish** out a football masterclass

RN Ladies opened the new football season with a thrashing of a south-coast side.

Christchurch Ladies probably wished they had not turned up as they were put to the sword 8-0.

OM Julie Hewitt (HMS Montrose) opened the scoring after a slow start by the RN - the first of four goals she was to notch up.

With PO(MEA) Wendy Frame (HMS Liverpool) playing out of her skin and midfield dynamo PO(PT) Mitch Bowen (HMS Excellent) controlling the centre of the park, Christchurch were offered no way back.

PO(AEM) Marisa Dryhurst (Raleigh) hit a stunning 20-yard shot into the top corner for number five and HMS Illustrious' added number six before half time.

The second half saw Christchurch mount two good attacks - but fail to capitalise - before WTR Naomi Marsh and a debut goal from STD Emma Johnson sealed a comprehensive victory.

# Two weeks of winter 'olympics' on the horizon

PREPARATIONS are already in hand for the Senior Services' 'Winter Olympics' - 14 days of Alpine sports at Les Menuires, France. Next year's olympiad runs from Jan 9-22 and is open to all RN, RM, RNR and RMR personnel, - plus Army and RAF personnel attached to RN units - who are members of the Royal Navy Winter Sports Association. The championships are aimed at all ability levels, from novice upwards.

# Football victory north of the border

THEIR national side might not be faring too well on the international stage, but at least sailors have salvaged some Scottish pride on the football pitch.

Scotland took home the Inter-Command title after a tight tournament at HMS Drake. After a round-robin stage between the Royal Marines, Plymouth and Naval Air Command in one group, and Scotland, Fleet and Portsmouth in the second, the green berets and the Scots clashed for the title.

The Royals, beaten finalists 12 months

ago, took the lead when Cpl Richard Griffin (CTCRM) slotted the ball past Scottish keeper MEM Martin Webster (Neptune) - who then kept the marines at bay with a string of fine blocks. MEM Green brought the scores level with a volly and substitute LPT Al Donnelly (Neptune) put the Scots ahead with 15 minutes to go.

His strike looked to have won the game, only for a Royals equaliser in the dying minutes of normal time. It proved to be the green berets' last hurrah. Visibly tiring as

the match moved into extra time, Scotland began piercing the RM defence sufficiently for PO(PT) Steve O'Neil (Neptune) to sidefoot the ball home from close-range to seal a 3-2 victory.

Winning captain PO(PT) Davie Wilson collected the trophy from the vice-president of the RNFA, Brig Garry Robison, while 40 Cdo's L/Cpl Simon Bochenski collected the man-of-the-match award from Gerry McCabe, assistant manager of Plymouth Argyle.



'Vee' Arden flew the flag for the RN in the up-and-coming sport of wakeboarding and left most of the soldiers trailing behind her.

For the uninitiated, wakeboarding is a mix of surfing, snowboarding and water-skiing: a rider is towed behind a boat riding a board at speeds of 12-20mph.

So new is the sport that the RN doesn't have a team yet, but the Army can muster about 80 regular wakeboarders - and invited the cream of the crop to Willen Lake in Milton Keynes and Holme Pierrepont near Nottingham for the first wakeboarding contest.

Being sporting chaps, the soldiers threw the contest open to guest riders from the RN: Lts Victoria 'Vee' Arden, Graham Humphries and Keith Considine, all from 845 NAS in Yeovilton.

Lt Arden took up the sport to improve her kitesurfing skills, but

 Victoria found controlling the world's biggest kite rather taxing... (Above left) Lt Arden boards her way to sixth place in the first Army wakeboarding championships - despite the odd dunking (left)

has since dropped the latter in fa-

She saw off 19 of the Army competitors at the first championships (plus two RN colleagues) to end in sixth place. Lt Humphries was placed 14th and Lt Considine came

The boarders spent three days in Milton Keynes, two for training and one for competition in disciplines including cable, kicker and slider.

The competitors then moved north for the last two days of the contest focusing on the boat competition on the Trent.

The next step for the RNAS Yeovilton-based officer is to ensure the sport is formally recognised as an official sport in the Senior Service and see a Combined Services competition held in 2005.

"Wakeboarding is currently unrecognised, unloved and unfunded across the Forces, but it's about to enter the main arena," said Lt Arden.

"We are aiming to beat the Army and, to coin one of their slogans, be the best. We want to show them who really rules the waves."

The RN wakeboarding 'team' is currently 10-strong.

Anyone looking to take up the sport, or provide sponsorship, should contact Lt Arden on 01935 456696 or e-mail navywakeboarding@hotmail.com.

# **Back in time** for Iron Duke

SAILORS from Type 23 frigate HMS Iron Duke played out a match they forebears inaugurated more than seven decades earlier on the fairways of Dorset.

Back in 1931, the previous Iron Duke - a 25,000 ton battleship and Jellicoe's flagship at Jutland - was stationed at Portland and ward room members joined nearby Came Down golf club.

The result was the Iron Duke Silver Salver, donated to the club by the then ship's company - a contest played ever since which has grown to become one of Came Down's top tournaments.

Back in the early days, golfers played 36 holes against 'bogey' under handicap; today the competition is played as an 18-hole stableford.

When Came Down's historian Peter Fry heard that a family friend had taken charge of the cur-rent Iron Duke, Cdr Peter Carden, he invited sailors to re-enact the first contest with golf club members.

The result was a fairly comprehensive victory by the civilians by three matches to one.

The sailors returned to the frigate with a framed picture of the golf course and left behind a ship's badge which now hangs in the 19th.

# **Guardians** at the Ashes

SAILORS and Marines will soon be asked to help put one over on the Aussies during next year's Ashes series on the hallowed turf of Lord's.

Sadly not as players but as stewards keeping an eye on the crowds on behalf of the Marylebone Cricket Club.

The Forces have been providing stewards since 2001 when the MCC invited the military to partake at prestigious international matches.

The duties are split between the three Services, with an RN/RM contingent most recently stewarding during the England-West Indies test at Lord's in July.

The request for next year's stewards will be issued shortly in a signal from the Second Sea Lord's department. Volunteers will have to use some of their annual leave and as a warning, interest is normally very great.

# **Marines** and sailors are

A JOINT RN/RM ski expedition is planned to the ends of the earth for 2006.

poles apart

Adventurers will head for the magnetic North Pole between March 28 and May 4 2006, followed by a trip to the geographic South Pole from October 28-December 30 that year.

Places are available to all serving RN/RM personnel and members of the cadet forces, but must be booked by December 17 this year.

Details from Exercise Polar Quest, Capt Sean Chapple, CTCRM, Lympstone, Exmouth, Devon, EX8 5AR.

# When Irish eyes are swimming

LEADING Rugby Union side London Irish took advantage of the sports facilities at HMS Collingwood for two days of training and team building.

Players including Mike Catt, Mark Mapletoft and Kieran Dawson spent an afternoon in the Fareham establishment's pool in an It's a Knockout-esque competition.

After overnight accommodation at Fort Blockhouse in Gosport, the players returned to the maritime warfare school to compete on an obstacle course.

# We're leagues ahead of other Forces

SITTING proudly in the trophy cabinet of HMS Temeraire for the first is the Inter-Services Rugby League title after sailors and marines scored a historic victory over the Army.

The RN team spoiled the soldiers' 10th birthday party for the sport, defeating the Army on their home turf of Aldershot, 17-10.

Having dispatched the RAF with aplomb at Burnaby Road, the sailors and Royals made the short trip to the soldiers' heartland knowing that they could lose by 17 pts and still take the Inter-Services trophy after the Air Force defeated the

But the RN didn't want to take the title with any assistance from outside and put on a show for various RL luminaries including veteran BBC commentator Ray French as the match was broadcast to Service locations around the world by BFBS.

Determined to avoid a series whitewash, the soldiers started the more strongly and scored the only try of the first half when winger Ben Taylor spied a hole in the RN defence to slip over.

Two penalties from the trusted boot of Scot Partis kept the scores level at half-time, despite a barrage

from the Army attack. A penalty from full back Lee Innes two minutes into the second period saw the Army take the lead again, but once again the sailors demonstrated 'bouncebackability' to take charge of the game. Partis



 The RNRL side celebrates victory in the Inter-Services with commentator Ray French, 'the voice of Rugby League' (he's the one in the suit)

when Dan Johnson sent a looping

kicked a third penalty to level the scores, then slotted a drop goal to give the RN a one-point advan-

Substitute Chris Thompson then increased the Navy's lead as he ran through a crumbling Army defence for the RN's first try of the afternoon, converted by Partis.

Within five more minutes, the

game was out of the Army's grasp

the corner. An Army rally saw Jonah Manu put down beneath the sticks, converted by Innes, but it was too late

to change the outcome. The only downside to the day was the defeat of the Academy side who were defeated by the Army.

pass to Richie Neve on the wing to end - skipper Martin Walker coloutpace the defence for a score in lected the IS trophy and Paul Clark was named man of the match were topped by the annual awards presentation:

Man of Steel: Jamie Goss; Players' Player: James Wagstaffe; Young Player: Kevin Botwood; Most Valuable Contribution to RNRL: team manager 'Aussie' Mal Badham.

The celebrations at the match's

# 847 scoop top squadron award



A UNIQUE and hard-working group of RN personnel and Royal Marines has scooped the award for the most capable squadron in the Fleet Air Arm.

847 NAS CO Maj Paul Morris received the Australia Shield from Assistant Chief of Naval Staff Rear Admiral Adrian Johns at the squadron's home base, RN air station Yeovilton (see left).

The squadron's main role is to support 3 Commando Brigade, oe of the UK's rapid response groups, both for reconnaissance and as a weapon platform against enemy armour. In the relevant year, 847 ranged from warfighting in the heat of Iraq to exercises in northern Norway in winter.

Despite the challenging conditions, the squadron managed to fulfill all of its operational and training commitments.

Said Maj Morris, himself a pilot: "It is a great honour and privilege – it is a competition which is closely contested by fellow Fleet Air Arm squadrons and all of us are justly proud of the achievement."

of the achievement."

# Veterans offered new path to legal rights

VITAL information for veterans, including rights to pensions, healthcare and housing assistance, is contained in a new leafllet from the Legal Services Commission.

It is the first time this information has been contained in a single source.

The leaflet, Veterans - Rights for former servicemen and women and their families, is part of the new Community Legal Service Direct scheme.

Research shows that veterans and their families make up 27 per cent of the UK population.

They are spread throughout the country and delivering them information on their entitlements was described as "a challenging task".

LSC Chief Executive Clare Dodgson said: "I am sure veterans will find the leaflet to be very useful, and it will make the transition from military to civilian life easi-

Veterans Minister Ivor Caplin added: "The project serves as an excellent example of collaboration between Government departments and veterans' groups.

"Effective delivery of information to our veterans is a key requirement of the Veterans Initiative.'

Copies are available from Community Legal Service Direct on 0845 345 4345 or by logging on to www.clsdirect,org.uk.

Leaflets on a variety of other topics, including debt, housing and welfare benefits, are also available from Community Legal Service Direct.

# **Presentation Team dates**

THE RN Presentation Team's venues for November are:

Nov 3 - Newark on Trent; Nov 4 - Nuneaton; Nov 9 - Mold; Nov 10 - Oswestry; Nov 11 -Llandrindod Wells; Nov 16 -Wellinborough; Nov 17 -Peterborough; Nov 23 - Truro; Nov 24 - Okehampton; Nov 25 -Tiverton.

Tel Lt Cdr Richard Simmonds on 0208 833 8028 for further details.



# Iraq aid ship honoured Sir Galahad SWMP1 of Peace

SUPPORT ship RFA Sir Galahad collected the prestigious Wilkinson Sword of Peace for her humanitarian efforts during the conflict in Iraq last year.

The logistics/landing ship was the first vessel to berth in the Iraqi port of Umm Qasr, just a week after British, American and Australian forces began the campaign to

topple Saddam's regime.

Kuwaiti border, Umm Qasr is a badly neglected by Saddam. It was

A stone's throw from the vital deep water port, but had been liberated by US and British

marines after fairly bitter fighting. Sir Galahad originaly sailed to the Gulf with 250 Royals on board - plus their kit - to support operations on the Al Faw peninsula.

Once she had offloaded the green berets, she re-roled as an aid ship to show to the world that the port was re-opened.

The 650 tonnes of humanitarian aid aboard - chiefly food and bottled water - was a small drop in the ocean, but was a symbolic gesture.

To reach Umm Qasr, the ship made a seven-and-ahalf-hour passage of the Khawr abd Allah waterway, guided by RN minehunters, escorted by helicopter gunships, and edging past wrecks littering the channel.

Rear Admiral David Snelson, the RN's task force commander during the Iraq conflict, presented the sword to Capt Roger Robinson-Brown, Galahad's CO during the Umm Qasr operation at the ship's Marchwood home in Southampton Water.

The Sword is awarded each year to the unit which has contributed most towards establishing friendly, positive relations with a community at home or abroad.

# welcomes her royal sponsor



 HAT TRICK: Trafalgar Day on board HMS Victory saw one of the Second Sea Lord's flagship crew LOM Lorna Dow don authentic 1805 uniform

Picture: Pete Langdown

# Portland's top billing

DEVONPORT-based HMS Portland was instead at Portsmouth to shepherd the competing yachts at the start of the 2004 Global Challenge race on October

In less than clement weather the Type 23 frigate, acting as race marshal, guided the impressive flotilla out of the harbour to the open waters of the Solent and across the start line in the around-the world test of sailing endurance.

Said CO Cdr Steve Allen: "It is a privilege to be associated with such a prestigious event, particularly with the Race Marshal embarked.

"These crews will be pushing themselves and their boats to the extremes, sometimes in the most adverse conditions, but will require a level of teamwork to which we in the Royal Navy strive continuously."

HMS Portland, commissioned in 2001, was in Portsmouth as a host ship for the annual Staff College Sea Days, giving seagoing demonstrations - including anti-terrorism work - to audiences of high-profile Service and civilian personnel.



BIRGITTE, Duchess of Gloucester and her husband visited the Type 42 destroyer HMS Gloucester at Portsmouth. She launched the ship, which this month heads south for six months, protecting the UK's interests in the south Atlantic and west Africa, in



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New



#### D: Jasper Bear

Jasper is our special 'Christmas Bear' in need of a loving home.

He wears a red jumper, embroidered on the front of which is the Royal Navy crown. Jasper is made extra special by having your own personalised message embroidered on the back of his jumper.

To say 'Merry Christmas' to a relative, or 'I love you' to someone special, maybe the

special, maybe the name of a ship that is close to someone's heart.

Jasper is a sitting

down bear with a bean filled body, feet and hands. You will also be very pleased to know that Jasper complies with the **EN71 European Toy** Safety regulations. So why not say a very 'Merry Christmas' to a special someone this year, by giving them their very own Jasper with a personalised message. Delivered in

Orders must be received by 30th November 2004, message with no more than 22 letters.

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Sizes to fit: 10:32" 12:34" 14:36" 16/18:38"

Jack has left the pages of Navy News for 2005

and is getting his own calendar. Featuring

12 of the famous cartoons created by

Tugg Wilson, Jack's calendar will keep you chuckling from New

K

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K: Jack Calendar

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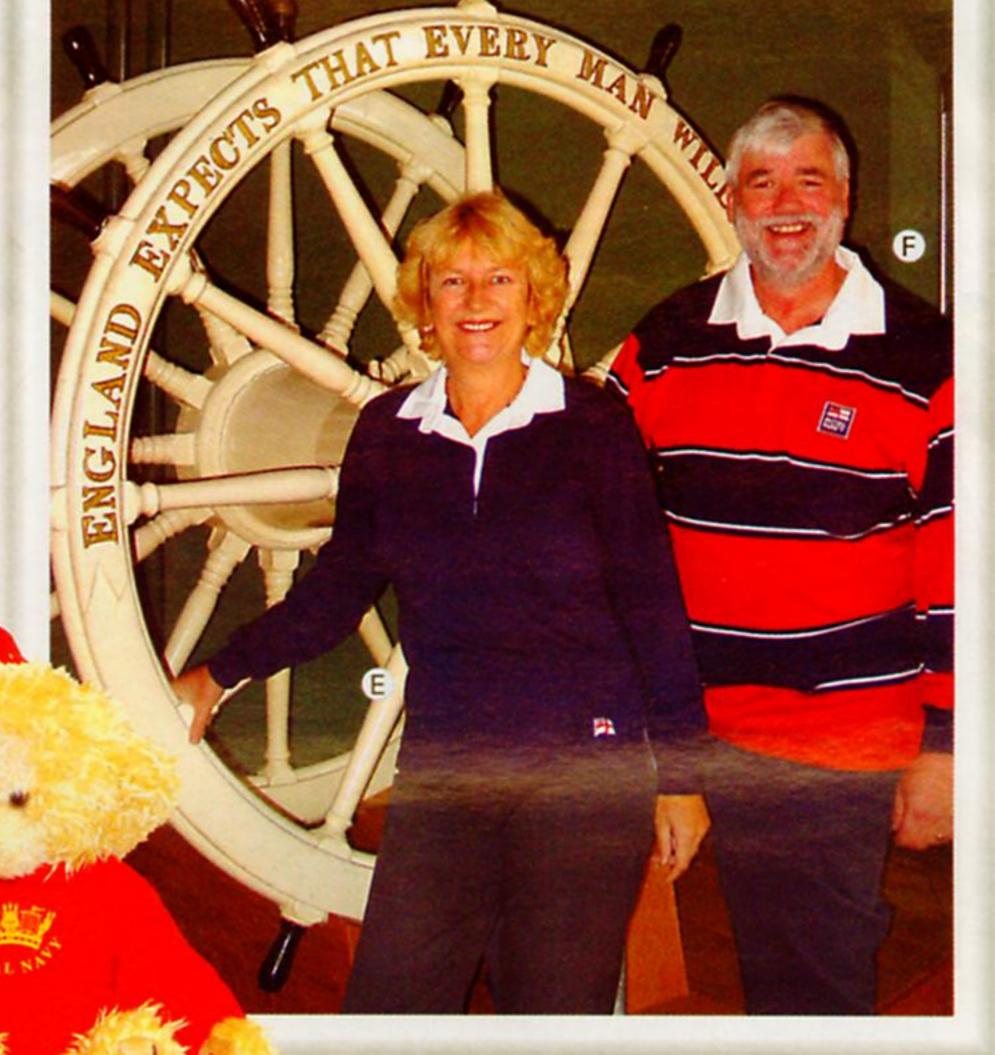
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Gold plated Royal Navy crown under a translucent blue enamel. Our elegant buttons will boost any blazer. And now for a limited time only when you order a button set you will receive a set of matching cufflinks free

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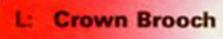
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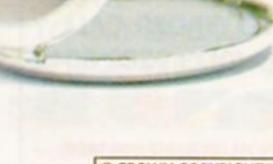
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#### E: Pin Badge NEW LOGO

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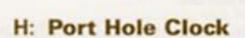
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A

A: Statue

Perfect passing out gift. Our model Seaman and Wren are wearing parade dress. Available in bronze or painted finish they stand approx 8" high.

Make yours unique to you by having the ships name painted on the cap tally. Please state the name of the ship you would like on the cap tally with no more than ten letters excluding HMS, and sex of statue you require when ordering.

Painted statue:

£104.99 UK

Bronze statue: £77.95 UK

Painted





## D: Bosun's Call

In Lord Nelson's time they were used on board to pipe orders to the crew.

Measuring 5" in length and comes complete with matching neck chain. Instructions are included on how to use your bosun's call.

£9.99 UK

#### H: Cutaway Book

18 illustrations by award winning graphics artist Mike Badrocke. Each illustration is accurately annotated to give you an idea of the complex nature of fighting machines past and present.

£9.99 UK



## E: Monty

E

Monty has long arms and legs with soft golden fur. He is filled with beans which makes him floppy and adorable.

Measuring 16" from head to toe, he wears a jumper in either Cream or Navy Blue with the Royal Navy Ensign embroidered on the front.

£24.99 UK

# F: Bruno

With soft golden fur he stands at 16" tall. He wears a jumper in either Cream or Navy Blue with the Royal Navy Ensign embroidered on the front.

£24.99 UK

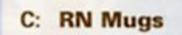
824 sqn

**B: Westland Sea King** 

Navy News is proud to bring you this Limited Edition die cast model. Scaled at 1:72 with a rotor diameter of 260mm.

£39.99 UK





Fancy a cuppa?

G

Why not drink from one of our superb earthenware mugs.

Featuring the new Royal Navy Merlin helicopter.

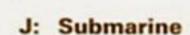
Merlin helicopter mug £7.99 UK



### J: Key Ring

Choose from a bosun's call, propeller, anchor or diving helmet. Please state choice on order form.

£2.50 each UK

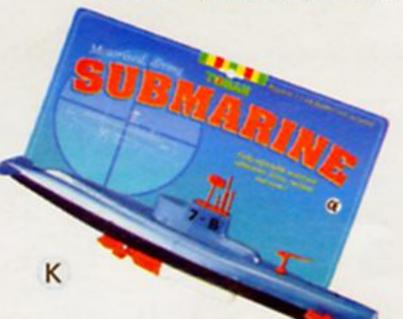


Great fun in the bath! The depth and direction of the submarines dive can be controlled.

Requires 1xAA battery.

33cm long.

£2.98 UK; £3.60 EU; £4.20 O/S



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G: Rufus

£24.99 UK

Rufus has black tipped fluffy fur and is fully

Ensign embroidered on the front.

jointed. At 14" tall he comes wearing either a

Cream or Navy Blue jumper with the Royal Navy

PLEASE NOTE!

Please state the colour jumper you require when

ordering.

Write to - The Business Manager, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH



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